

ALASKA LEGISLATURE COMMITTEE FILES 2001-2002 8672

10497 HOUSE TRANSPORTATION

**SB**

**260**

# Alaska State Legislature

*Session Office: (Jan-May)*  
State Capitol, Room 103  
Juneau, AK 99801-1182  
Phone: (907) 465-4949  
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*District Office:*  
P.O. Box 142  
Eagle River, AK 99577  
Phone: (907) 694-4949  
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## Senator Randy Phillips

Senate District L

Senator\_Randy\_Phillips@legis.state.ak.us

### Memorandum

**TO:** Representative Vic Kohring, Chair  
House Transportation Commi

**FROM:** Senator Randy Phillips

**SUBJECT:** SB 260 – Historic/Antique Motor Vehicles  
Bill Hearing Request

**DATE:** 3/5/02

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As sponsor of SB 260, "An Act relating to historic and antique motor vehicles; and providing for an effective date." I respectfully request a hearing in the House Transportation Committee as soon as possible.

Thank you for your consideration of my request.

Chairman, Senate Rules Committee  
Vice-Chairman, Senate State Affairs Committee  
Senate Community & Regional Affairs Committee  
Joint Armed Services Committee  
Legislative Budget & Audit Committee

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## Senate Rules Committee

Senator Randy Phillips, Chair

### SB 260 – Historic & Antique Motor Vehicles

#### Sponsor Statement

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SB 260, "An Act relating to historic and antique motor vehicles; and providing for an effective date", would allow classic and antique vehicle owners to pay a one-time registration fee as an alternative to the biennial registration renewal fee.

SB 260 seeks to allow owners of classic and antique cars to use authentic Alaska license plates that correspond to the year the vehicle was manufactured for a one-time fee of \$10. SB 260 specifies that only classic and antique cars used primarily for historic exhibition or similar activities qualify for the one-time fee.

Senator John Cowdery, Vice-Chair  
Senator Rick Halford, Senator Gene Therriault, Senator Johnny Ellis  
Senator\_Randy\_Phillips@legis.state.ak.us

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## Senator Randy Phillips

Senate District L

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### SB 260 – Historic & Antique Motor Vehicles

#### Sectional Analysis

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**Section 1.** Adds a new category to vehicles licensed as "historic vehicles". A vehicle manufactured 30 or more years before the year of application will qualify as a historic vehicle, and can display license plates supplied by the vehicle owner.

**Section 2.** Allows a vehicle licensed as a historic vehicle under AS 28.10.181(b)(2) to pay a one time fee of \$10, if driven only for purposes of exhibition or similar activity. Provides that a vehicle licensed as a historic vehicle that is not used only for exhibition purposes must pay the normal fee required under AS 28.10.421(b), plus a fee of \$30.

**Section 3.** Technical amendment.

**Section 4.** Repeals a provision of law relating to antique vehicles, that duplicates language in section 1.

**Section 5.** Effective date.

Chairman, Senate Rules Committee  
Vice-Chairman, Senate State Affairs Committee  
Senate Community & Regional Affairs Committee  
Joint Armed Services Committee  
Legislative Budget & Audit Committee

# FISCAL NOTE

**STATE OF ALASKA**  
**2002 LEGISLATIVE SESSION**

Fiscal Note Number: 1  
 Bill Version: SB 260  
 (S) Publish Date: 2/20/02

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: Administration  
 Title An act relating to historic and BRU Motor Vehicles  
antique motor vehicles..... Component \_\_\_\_\_  
 Sponsor Senator Phillips  
 Requester S (Trans) Component No. 2348

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
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<b>CHANGE IN REVENUES ( )</b>						
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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--Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2002) cost: 0.0

Check this box (X) if funding for this bill is included in the Governor's FY 2003 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

This bill clarifies the use of special plates on antique and historic vehicles. The use was authorized by HB167 passed in the 2001 session. Revenue expected to be generated by the new fee was shown on the fiscal note for that bill. DMV estimates that only 10 vehicles per year will be able to use the special plates so there is very little operating budget impact.

Prepared by: Charles R. Hosack  
 Division: Motor Vehicles  
 Approved by: Jim Duncan, Commissioner  
 Agency: Department of Administration

Phone 269-5559  
 Date/Time 2/14/02 3:30 pm  
 Date 2/14/2002



# Antique Auto Musers of Alaska

January 29, 2002

Senator Randy Phillips  
State Capitol  
Juneau, AK 99801

Dear Senator Phillips,

The Antique Auto Musers of Alaska is associated with the Antique Automobile Club of America whose headquarters is in Hershey, Pennsylvania. We have over 200 local members and the national organization has over 75,000 members.

Our club wishes to go on record as being 100% behind your proposed bill which would allow owners of historic vehicles the option of utilizing Alaska license plates that correspond with the year of manufacture of historic vehicles.

We have worked with Mary Marshburn and Chuck Hoseck of the DMV to develop a method whereby this wedding of the same year plate with the historic vehicle could become a reality and we are excited that you have taken up our cause and are introducing legislation that will make this possible.

Nearly all other states have similar legislation on the books, so Alaska will not be unique if your proposed bill becomes law.

Submitted with this letter is a copy of the "Antique Automobile", Sept.-Oct. 2001 issue, which shows a 1930 Cadillac on the cover. Please note that this 1930 vehicle has a 1930 New York license plate. Also enclosed is a copy of our local newsletter "Tinkering Times" to give you some idea of our local activities.

If we can provide any further information, or answer questions we would be pleased to do so. Our phone contact is Bruce Campbell at 345-3129. Again, thank you for your efforts in this matter.

Sincerely,

A handwritten signature in cursive script that reads "Fred Schurman".

Fred Schurman  
President



# Tinkering Times



Volume 41 Number 7

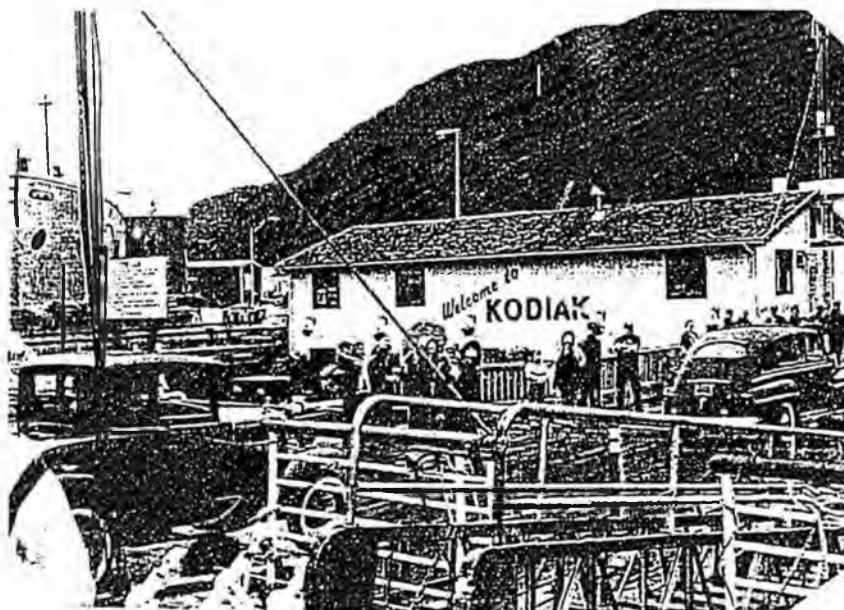
July 7, 2001

AACA Master Editor Award-Winning Publication

## Awesome Adventure to Kodiak

The first ever visit of an AAMA contingent to Kodiak Island was successful according to Wagonmaster Bruce Campbell. The ferry voyages from Homer to Kodiak and return, the Kodiak Island tours, the magnificent scenery and the wonderful solstice weather made the trip a memorable event. Read Bruce's report on pages 3,4&6.

What a month!!! Starting with the car show in Wasilla, the parade & car show in Palmer, the car show in Anchorage and the trek to Kodiak Island, our members had lots of opportunities to enjoy the summer solstice. These events are reported here-within. However, if your family schedule prevented you from participating, check out the July schedule on pg.10 and enjoy the challenges and fun.



*AAMA members are welcomed to Kodiak*

\*\*\*\*\*

### *July Meeting*

*Wednesday, July 11<sup>th</sup>, 7:30p  
Robbie's Club Rm. 3318 Jerde  
Circle, Anch. Directions, call  
Robbie at 333-0693 or Fred  
Schurman at 276-2278.*

\*\*\*\*\*

### *Next Challenge!!*

The Cassiar Highway Tour 2001 is scheduled to begin July 11<sup>th</sup>. Join Wagonmasters, Art & Tam Isham, on this interesting 12 day trek. See attached schedule.



*View of Kodiak from Pillar Mountain*



## "Kodiak or Bust"

*By Wagon Master Bruce Campbell*

On June 19, 2001, eighteen hardy souls of the AAMA left Anchorage for Kodiak Island. It was a first time visit for many of the group and certainly a great return visit for the rest of us. Severe warnings were issued prior to departure that quality rain gear was a must for Kodiak. Guess what? We had 5 perfect days without even a sprinkle! Sun, blue sky, heat and no wind were our hosts on the "Emerald Isle". Ken and Peg Stout accompanied by Ted and Colleen Kimzey took off from Anchorage at 7:00am because of their fear of being left behind with their Model A's. Greg and Jean Lear in their Mercedes along with Fred and Jan Schurman in their Winnebago took off a day early, allegedly to have a chance to "see Homer". Could it have been what really motivated the early departure was that they didn't want to have to creep along with the rest of the slow moving group which consisted of Marl and Bruce Campbell in their '48 Ford, Dick and Barbara Henningsen in their exquisite '56 T-bird, Tom and Madeline Belleau in "old faithful", their 1939 Ford coupe, Kurt Rein and Robert Coulter in Kurt's 1966 Mustang and Dennis and Diane Allen in their auto which will remain anonymous for security reasons.

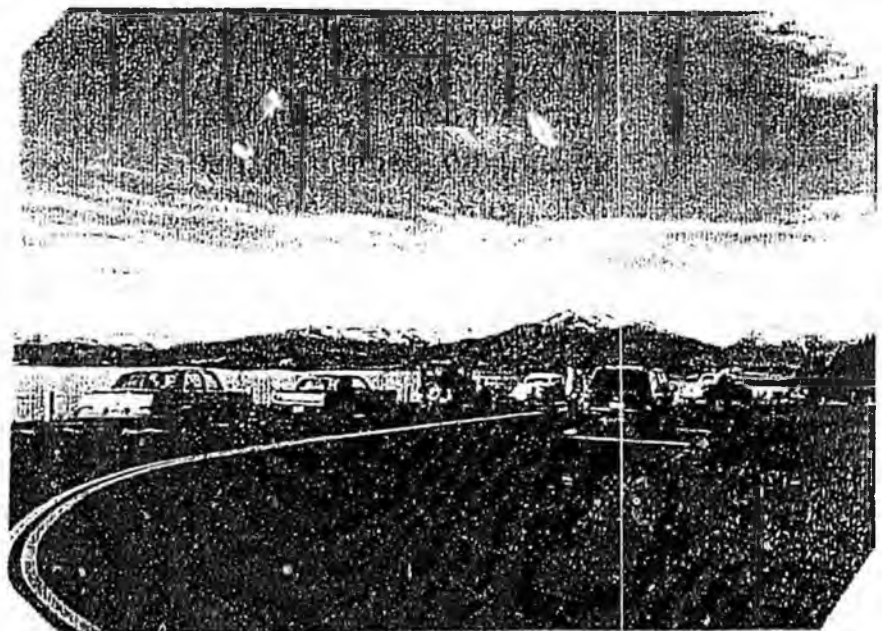
This latter group departed Anchorage at about 8am on June 19<sup>th</sup> and headed for Homer in more or less a group (a group is defined as 2 or more cars headed in the same general direction on the same day). We cruised at about 50 - 55 mph and enjoyed the scenic vistas along Turnagain Arm, the shoulder-to-shoulder fishermen at the Russian River and the maze of cones, barricades, flags and incorrect directional signs at Soldotna and the sometimes inactive volcanos (Illianna, Redoubt and Augustine) across Cook Inlet. Gorgeous clear views under sunny skies during the entire 220 miles to Homer. The Model A's joined the rest of the group near Ninilchik and, as suspected, had absolutely no trouble keeping up with the pace. We arrived in Homer about 4 pm and lined the cars up in front of the Gold Mine Gift Shop owned by Al Waddell who is a collector of old Chevrolets (he has several in his parking lot). Many Homer residents stopped and inspected our priceless possessions.

At 6pm, we headed out to board the Tustamena Ferry. Along the way, we were treated to a colorful display: tents, lean-tos, wicky-ups, tarps of many shades, Visqueen, VW busses with the wide variety of psychedelic artwork emblazoned on their sides and the usual array of bearded, long-haired members of the human race that generally sponsor displays as described above. Their feminine (we think) companions were dressed as neatly as their consorts in a startling mix of exotic costumes. The pungent odor that accompanied the gathering had sort of a sweet smell which may have originated from the burning of certain organic material used in religious ceremonies conducted by members of the above described group. The ferry operation was the usual hurry-up and wait in line. Eventually, we boarded and were quickly depressed into a lower level via the elevator and turntable which were manually operated and not computer-controlled. (Thank God!) *(continued on page 4)*

*("Kodiak or Bust" - cont. from page 3)*

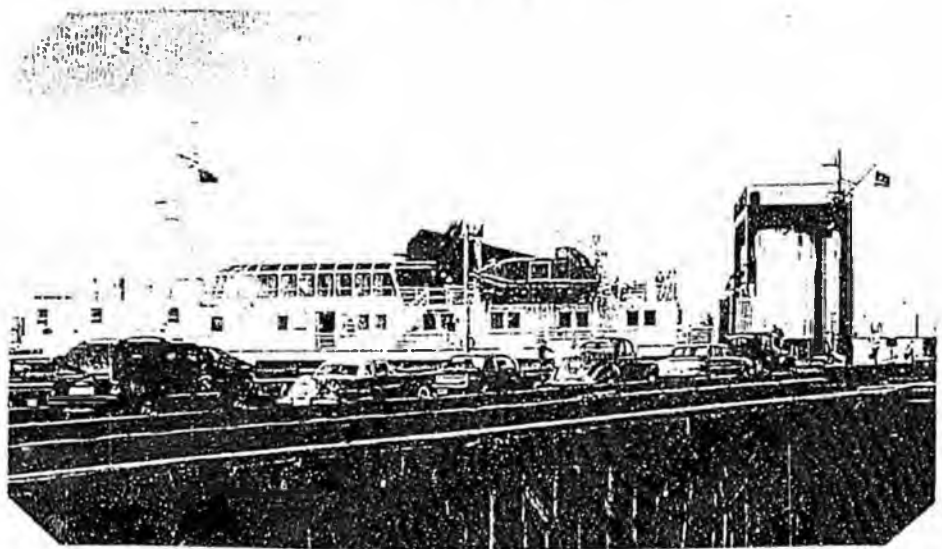
For those of you who have not availed yourselves of this opportunity to enjoy the sea-going transportation devices operated by our wonderful State government, let me tell you that the car deck resembles a sardine can with the top removed and oil poured out. It is difficult for persons who are not at or below average weight to navigate the deck when all cars are aboard. The State Marine Transportation system is obviously aware of this problem since the full course meals served tend to cause a decrease in a person's overall dimensions. We left port about 8pm with all 18 of us aboard along with our collection of antiques and two others. Many of us splurged and got cabins for the night. Others simply whined until those with cabins took pity and invited the whiners to join them in their cabins. One lady in our group spent the night with three men in one of the cabins. This, of course, caused a certain amount of jealousy among some of the female members of the group...especially those who were stuck with their own spouses for the night.

The "Rusty Tusty" did not go straight to Kodiak but detoured to Port Lions on the back side of Kodiak Island. It just goes to show what political connections will do. Our arrival in Kodiak at 9am on the 20<sup>th</sup> was met with a newspaper reporter complete with camera and directions on how to use it. She photographed each vehicle and selected Ted and Colleen Kimzey's Model A Ford picture to occupy the front page of Thursday's paper. The publisher had to make a second run of the paper since Ted and Colleen bought the entire first printing. As Wagon Master, I was stuck with trying to get the group together for a short run over to Monashka Bay to enjoy the Hawaii-like beach.....on a gorgeous, sunny day. Getting this group together and headed in the same direction is like herding cats! I succeeded in getting 7 of the 9 vehicles to Monashka Beach which is 75% and what I considered a successful venture. Most of us stayed at the Shelikof Hotel while others patronized various B&B's. Our self-appointed bar scout, Kurt Rein, made his first order of business that of finding and sampling all the watering holes in Kodiak. His decision was that "Henry's" was the best, so the rest of us avoided it like the plague. Our first big day was Thursday when the entire group assembled on time at the designated location and off we went to explore the mysteries of Kodiak. We drove on gravel roads - 45 miles to Pasagshak, then 30 miles to Chiniak and 50 miles back to Kodiak. This expedition took all day and was under clear skies, bright sun and hot temperatures. *(cont. on page 6)*



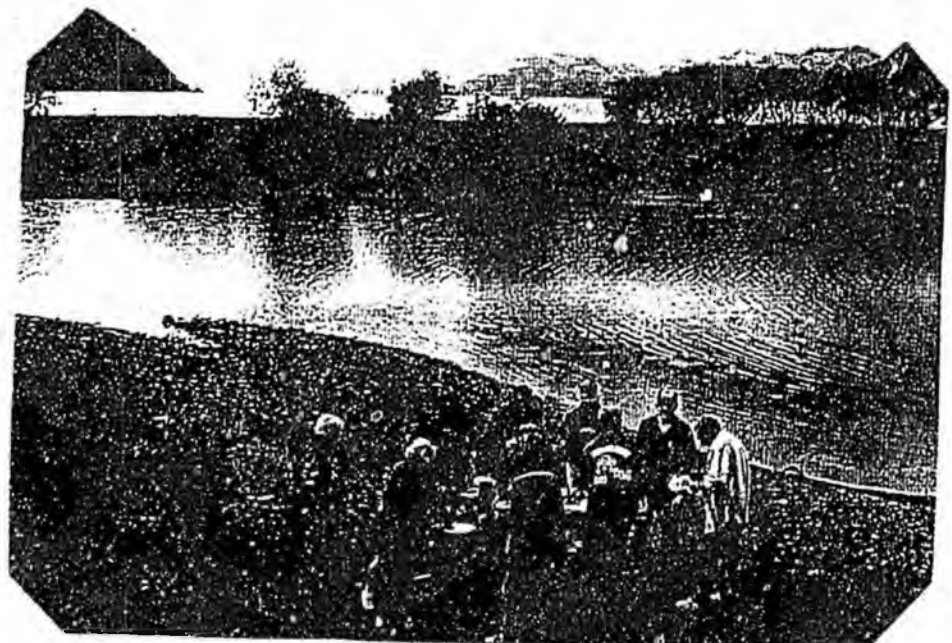
"Kodiak or Bust" – June 19 – 24, 2001

*Loading at Homer  
June 19, 2001*



*Road's End, Chi niak  
Kodiak Island  
June 21, 2001*

*Picnic at Pasagshak  
Kodiak Island  
June 21, 2001*



"Kodiak or Bust" - cont. from pg.4)

Some of the highlights of the trip were:

- \* Eagles nest with adult in attendance right on the road.
- \* Beautiful views of Woman's Bay (like a mill pond), Middle Bay, Kalsin Bay and Pasagshak Bay.
- \* The snow-capped mountains and the lush valleys.
- \* The light green coloring of the landscape that has not yet been covered by the dark green spruce trees.
- \* The *clear* streams that abound in Kodiak complete with the waterfalls.
- \* The ice cream pie at Roads End lodge.
- \* The make-shift picnic at Pasagshak Campground. Kurt's marcaroni salad saved the day!
- \* Tom and Madeline's stories of old Kodiak, back when they lived there in the early days.
- \* A resturant with no food!
- \* Grazing cattle in the middle of the road.
- \* The Pasagshak Missile Site with paved roads, sewer and water systems complete with fire hydrants in the middle of nowhere.
- \* The wild flowers that abounded and no one knew for sure their names.
- \* Testing wine at the Kodiak Winery
- \* Meeting the "Wild Wire Women" of Chiniak. (Further information is available from Greg and Jean Lear.)

On Friday, we took our lives in our hands and drove up Pillar Mountain which is right next to Kodiak. It wasn't straight up but almost. The view was spectacular! We all oohed and aahed, took photos and wandered around. Someone had hauled a sofa up to the top and Ken and Bruce found it to be of great interest and tried it out for comfort.

On Saturday morning, we exhibited our vehicles at the Safeway parking lot and many interested viewers stopped by and listened to us brag. At noon, we lined up for the ferry and went through the same wait as before. Again, we visited Port Lions but this time a vehicle was loaded on. The voyage to Homer seemed to take forever but was really only about 12+ hours. There were whales galore and a very calm sea. We were back in Homer about 2am. Some drove back to Anchorage at that time, others over-nighted, and still others stayed over Sunday and drove back on Monday.

There were only two or three minor car problems:

Bruce Campbell's '48 Ford had a leak in the gas line fitting at the carburetor. An engineer from the ferry Tustemena fixed it with new parts from the engine room. Kurt Rein's '66 Mustang had a flat tire at Chiniak but was able to get home on his shaky spare. Bruce Campbell used the only car wash on Kodiak and it shot water into the engine compartment and shorted out the electrical system. It dried out after a spell.

All agreed that this was a fun trip that was twice blessed. First, absolutely perfect weather and secondly, no delays or problems were encountered and everyone returned safely.

( Report by Bruce Campbell; Digital photos by Greg Lear)

## 2001 Early Bird Cruise

*By Jeff Hassler*

No one on the early bird cruise could complain about the weather. It was as good as it gets for May in Alaska, even in Whittier where the sun was making a rare appearance. Most of the convertibles put their tops down at some point during the trip. After leaving Dimond Center, several photo op stops were made along the way to Alyeska, with a longer pit stop at the Bird Creek wayside. Once at the Alyeska Resort, most members had lunch at the hotel or took the tram to the restaurant/snack bar at the top. While almost everyone that rode to the top had been there before, the ride and view always make another visit worthwhile. While many returned to Anchorage after leaving Alyeska, more than several ventured on to Whittier. The entire trip was mechanically uneventful except for Dennis and Diane Allen's Lincoln that developed engine problems. The turnout was great with a total of 13 cars making all or a portion of the trip. The participants were as follows:

Bill & Donna Waldron, '39 Ford  
Ken & Peg Stout, '28 Ford  
Jerry Roach, '49 Cadillac  
Jeff & Betty Hassler, '40 Ford  
Fred Scharper, '41 WC 9 Ambulance  
Dennis & Diane Allen, '64 Lincoln  
Bruce & Marl Campbell, '48 Ford

Rich Golding & family, '51 Buick  
Gary Klecka, '55 Buick  
Ron Watts, '31 Ford Coupe  
Howard & Barbara Hansen, '36 Dodge  
Jim Swanson, '51 Jeepster  
John & Gail Liberty, '54 Studebaker



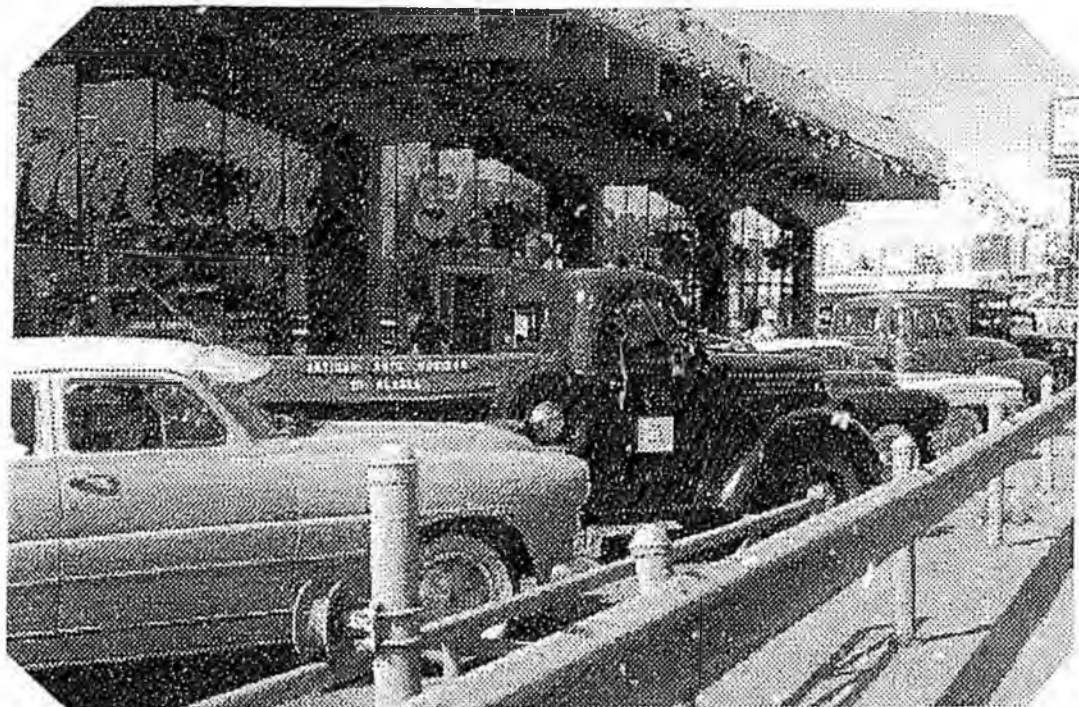
*Jeff Hassler's 1940 Ford leads the Cruise*

## Alaska Sales & Service 500 Sale - Car Show

*By Bruce Campbell*

Once again the Gods smiled on the Auto Musers and gave us a beautiful day in which to have a wonderful outside exhibition of our vintage mechanical wonders on Sunday, June 10<sup>th</sup>. The showing was conducted in front of the Alaska Sales showroom and overlooked scenic East 5<sup>th</sup> Avenue. The roar of puddle jumpers leaving Merrill Field added soothing noises and vibrations to the scenic display of the present day mechanical monsters traversing East 5<sup>th</sup> Ave. I'll bet those SUV drivers were in envy of our simple but sturdy autos which somehow seemed to perform without computer chips. In all, 23 vehicles were lined up with military precision to allow close inspection and photo ops for our many curious guests of all ages. Even Mayor George Weurch showed up and seemed impressed that Anchorage was the home of so many relics of the past. However, he refused, without comment, our request to exhibit our vehicles at the library. Those who showed up with the coaxing of show chairman, Kurt Rein, were:

Belleau - '39 Ford	Campbell - '15 Ford	Centoni - '55 Cadillac
Coulter - '51 Hudson	Evans - '55 Cadillac	Folkert - '54 Chevy Pickup
Folkert - '51 Chevy Pickup	Godfrey - '60 Cadillac	Hansen - '56 Dodge Pickup
Hansen - '49 Willys Jeep	Hansen - '73 VW Bug	Henningsen - '56 T-Bird
Hulse - '39 IHC Pickup	Klecka - '55 Buick	Lear - '32 Buick
Liberty - '52 Studebaker	Overly - '60 MG	Rein - '26 Packard
Rein - '66 Mustang	Roach - '49 Cadillac	Robinson - '30 Ford
Schurman '17 Ford Flatbed	Weidmer - '31 Reo Truck	



*Robert Coulter's '51 Hudson and Scott Hulse's '39 IHC truck head the line-up*

**Special Announcement**

The annual Wagon Trail Celebration in Hope has been changed to the 2nd weekend in July (July 14 & 15) rather than the usual 3rd weekend. As this clashes with the annual Bear Paw Festival in Eagle River, it has been decided to go to Hope on the July 21st weekend despite missing the barbecue and the 5 km run. The Methodist log meeting house is available on that weekend up to noontime on the 22nd. As Dennis Allen points out, when the 1st of July is a Sunday, the 2nd Saturday and the 3rd Sunday are on the same weekend. This happened in 1990 and again this year. The next time there is a conflict is in 2007, and, as Dennis states "Who will remember this fact in 2007?"

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**Member Profile**

Dick and Barbara Henningsen  
By Madeline Belleau

July's highlighted members are Dick and Barb Henningsen. The Henningsens first came to Alaska to Eielson Air Force Base in 1973. Dick was a flying officer, a Master Navigator. Barb worked for the North Star School District. Following retirement from the Air Force, Dick worked for British Petroleum in training and development for supervisors. Barbara worked for the Anchorage School District in administration. Both retired but keep busy. Dick & Barbara have four grown children, three boys and one girl, Richard, James, Brett & Laurie. All are married with 3 living in Anchorage and James living in Bellevue, Washington. Their car collection includes a green & white 1956 Ford Thunderbird (that they drove up Pillar Mountain in Kodiak recently) and a red and white 1956 Ford Crown Victoria hardtop that they drove in the recent July 4th parade. Dick and Barbara are also avid gardeners. Their garden was on last year's Anchorage Garden Tour and seen by 2000+ visitors.

**DAY BREAK OUTING**

Showing our old vehicles and giving the residents of the Day Break Adult Center a ride is always a very rewarding experience. This past month, Howard Hansen brought his 1926 Dodge to the Center and gave rides to over 25 elderly adults, most of whom recalled the "good old days" of riding in such motor cars. It's a joy to see the smiles that our old vehicles evoke from these people in the waning years of their lives. If you are interested in providing a "lift" to these elderly citizens and listening to their tales of riding in their family's vintage cars, call Day Break Adult Day Center 346-2234 (9910 Jupiter Drive).

\*\*\*\*\*

**Hyundai Halibut with Fennel**  
*Recipe from "Manifold Destiny"*  
*by Chris Maynard & Bill Scheller.*  
*Provided by Madeline Belleau*  
4 Halibut steaks

1 teaspoon oregano; grind rind of two lemons; 1 clove garlic; minced; 2 bulbs fresh fennel, thinly sliced; dry vermouth or white wine.

Lay halibut steaks on four pieces of buttered foil. Sprinkle each with oregano, lemon rind and minced garlic. Add generous layer of fennel slices and sprinkle with vermouth or wine. Wrap tightly. You must wrap each of the four packages with three layers of foil so the packages don't leak on your engine. Cook 1 to 1 1/2 hrs. Driving 55 mph - that would be a distance of 55 to 85 miles. Stop at a nice picnic area, turn off engine, test for doneness being careful not to burn yourself and ENJOY!!!

\*\*\*\*\*

(Ed. note: Other manifold recipes?)

2001 Schedule of Events

- July 4 - Parades in Anchorage, Chugiak, Wasilla, Seward & Homer
- July 10 - Arrival of contingent of Model T's from lower '48 (Info at club meeting 7/11)
- July 11 - Regular monthly meeting, Robinson's Club Room, 3318 Jerde Circle, Anch.
- July 13 & 14 - Bear Paw Festival Parade & Car Show, Eagle River
- July 21 & 22 - Hope Weekend (Note: Annual Wagon Wheels celebration on 7/13,14)
- July 28 - Adopt-a-Road Clean-up, No. Lts. Blvd; Muldoon Road to Boniface Pkwy.
- August 5 - Jay Ofstun Memorial Show & Shine Car Show, Anchorage Park Strip
- August 8 - Regular monthly meeting, Robinson's Club Room, 3318 Jerde Circle, Anch.
- August 11 - Fall Auto Swap Meet (MSR event)(Place TBA)
- August 19 - Pebble Beach Concours d'Elegance, Pebble Beach Golf Course, California
- August 24 - State Fair Parade & Car Show, Palmer

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LOG ON TO OUR WEBSITE! Enter via the AACA website: [www.aaca.org](http://www.aaca.org)

or via: <http://communities.msn.com/AntiqueAutoMushersofAlaska&naventryid=100>

\*\*\*\*\*

?? What unusual gimmick was found on the steering wheel of a '52 Olds 98??

Answer: A self-winding car watch

\*\*\*\*\*



AAMA  
P.O. Box 232086  
Anchorage, AK 99523-2086



Tom Cresap, Master Editor



AACA Master Editor, 1994-2000



**S B**

**3 5 8**

Alaska State Legislature  
President of the Senate

**RICK  
HALFORD**

State Capitol  
Juneau, Alaska  
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Phone (907) 465-4958  
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Chugiak, Alaska 99567  
Phone (907) 694-4958  
Fax (907) 694-0549



Official Business

**MEMORANDUM**

TO: Representative Vic Kohring, Chairman  
House Transportation Committee

FROM: Senator Rick Halford 

DATE: April 15, 2002

SUBJECT: Scheduling Request for Senate Bill 358

---

I respectfully request that SB 358 relating to naming state ferries be scheduled for a hearing in the House Transportation Committee as soon as possible.

The House and Senate Rules Committees introduced this legislation at the request of Speaker Porter and myself. Please contact Kelly in my office at extension 4916 if you have any questions.

Thank you for your consideration.

# FISCAL NOTE

**STATE OF ALASKA**  
**2002 LEGISLATIVE SESSION**

Fiscal Note Number: 1  
 Bill Version: SB 358  
 (S) Publish Date: 4/10/02

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: \_\_\_\_\_  
 Title Naming State Ferries BRU \_\_\_\_\_  
 Component \_\_\_\_\_  
 Sponsor Senate Rules Committee  
 Requester Senate Transportation Committee Component No. \_\_\_\_\_

**Expenditures/Revenues (Thousands of Dollars)**

Note: Amounts do not include inflation unless otherwise noted below.

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Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
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<b>CHANGE IN REVENUES ( )</b>						
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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-Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2002) cost: 0.0  
 Check this box (X) if funding for this bill is included in the Governor's FY 2003 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** *(Attach a separate page if necessary)*

Prepared by: SENATE TRANSPORTATION COMMITTEE Phone 465-3879  
 Division \_\_\_\_\_ Date/Time \_\_\_\_\_  
 Approved by: /s/ Senator Cowdery, Chair Date 4/10/02  
 Agency \_\_\_\_\_

State of Alaska  
Office of the Lieutenant Governor

**FRAN ULMER**  
Lieutenant Governor  
P.O. Box 110015  
Juneau, Alaska 99811-0015



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glenda\_carino@gov.state.ak.us

**NEWS RELEASE**

**www.state.ak.us**

**FOR IMMEDIATE RELEASE: March 22, 2002**

**0087**

**Two ferry names announced  
Students from Ninilchik and Central win contest**

The two new Alaska Marine Highway System ferries will be named the Fairweather and the Chenega. The names were announced today by Lt. Governor Fran Ulmer, Speaker of the House Brian Porter and Senate President Rick Halford after reviewing the top ten essays in the "Name the Ferry" contest.

The name Chenega was submitted by 6<sup>th</sup> grader Emily Rose Oskolkoff of Ninilchik. "I chose the name Chenega because I liked the sound of it. But as I researched this glacier and discovered what had happened at Chenega Bay in 1964 and how the remaining families had to leave their homes and start a new village on Evans Island, I now think that naming one of the new ships Chenega would be a great way to honor the courageous people of Chenega."

Fourth grader Wesley Tyrrell of Central submitted the name Fairweather because "when the people hear the name Fairweather, they will picture sunny blue skies and calm seas."

Representative Brian Porter liked what Wesley wrote: "The name cries out, 'Excellent sailing! Good times! Terrific journeys!'" To me the essay cries out "this is an excellent essay and should be chosen," Porter said.

"It was wonderful to see the strong participation by students throughout Alaska," said Senator Rick Halford. "All of the participants are to be commended."

Hundreds of elementary students in grades 2-6 participated statewide in the contest at the school level. Winning school essays were forwarded to the district level with judging based on criteria established by the Alaska Department of Education & Early Development.

-more-

Ferry names chosen

Page 2

March 22, 2002

"We see this contest as a great way for kids to make history and have fun," Ulmer said. "The winners, their parents and teachers will receive a six-day cruise on a ferry and their essays will be permanently displayed in the new ferries."

Alaska laws require a state ferry be named after an Alaska glacier. The Name the Ferry contest was developed and coordinated by the Office of the Lt. Governor, Alaska Marine Highway System, the Department of Transportation and Public Facilities and the Alaska Department of Education & Early Development.

## About the Contest

Alaska laws require a state ferry be named after an Alaska glacier. This contest will allow a student in the 2<sup>nd</sup> through 6<sup>th</sup> grade to choose a name for one of our new ferries. To enter, write an essay of up to 250 words explaining why you picked a particular glacier name.

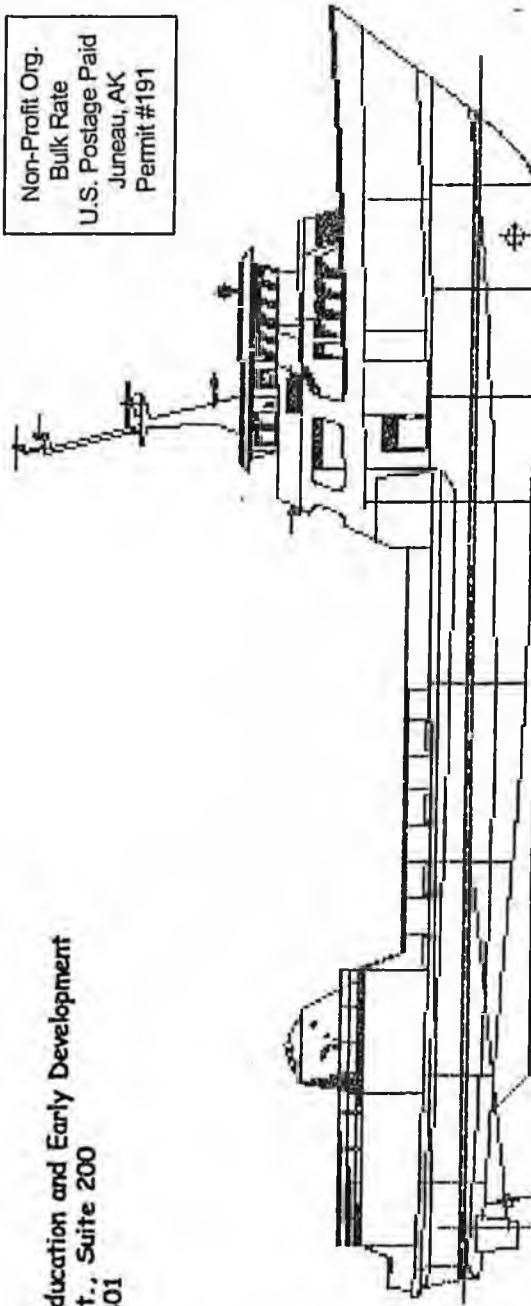
Judges at each school will pick the best essay from that school and forward it to the school district. Each district will then choose essays to forward to the Department of Education and Early Development, which will work with Lt. Gov. Fran Ulmer and the Statewide Selection Committee to choose the winners. The essays will be judged on content, originality, composition and writing skills, grammar, and spelling.

All participants will receive a letter and certificate of appreciation. District winners will receive a vessel photo. The top ten essay winners will win a three-day ferry pass for themselves and their parents. The winning essay for each vessel will be permanently mounted on the new vessel, and the winners and their parents will receive a six-day cruise, including stateroom and meals, on any Alaska Marine Highway vessel.

**Essay due date:  
January 30, 2002**

This is a project developed and coordinated by the Office of the Lt. Governor, Alaska State Legislature, Alaska Marine Highway System, the Department of Transportation and Public Facilities, and the Alaska Department of Education and Early Development. If you have questions, call:  
Coney Danitz (907) 465-8681.

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Permit #191



Coney Danitz  
Department of Education and Early Development  
801 W. Tenth St., Suite 200  
Juneau, AK 99801

# Name the New Ferries Contest for Alaska's Marine Highway

Write an essay to name one  
of the new ferries and win:

- A six-day cruise on one of Alaska's ferries, including a stateroom and meals (for both you and your parents)!
- Your essay permanently displayed on the ferry you name!
- A six-day cruise for your teacher!



**MARINE HIGHWAY**  
A Proud Tradition

[www.alaska.gov/ferry](http://www.alaska.gov/ferry)

## Did you know?

- An Alaska Marine Highway ferry has to be named after an Alaska glacier (it's the law!)
- Eleven names have been used and cannot be used again:
 

Aurora	Malaspina
Bartlett	Matanuska
Chilkat	Taku
Columbia	Tustumena
Kennicott	Wickersham
LeConte	
- There are 735 more glacier names to choose from!

## Tips to help you:

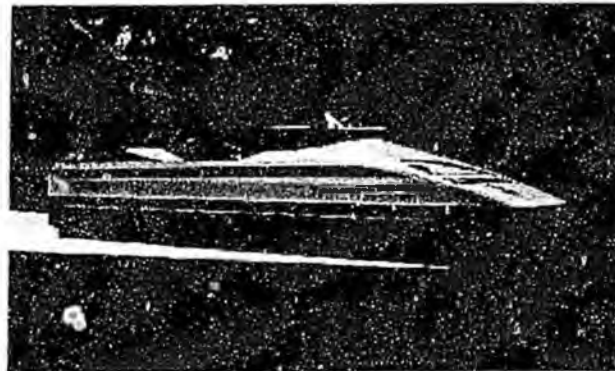
1. New and original ideas - something nobody has thought of before.
2. Include facts about your glacier - both from science and history.
3. Your essay has a beginning, middle and an end and is easy to read.
4. A person reading your essay can tell how you feel about what you are writing.
5. You use interesting words. Your sentences are complete and make sense.
6. Your spelling, use of paragraphs, punctuation, and grammar are correct.

## Prizes for everyone!

- Everyone gets a special appreciation certificate.
- District winners get a photo of one of the new ferries.
- The top ten selected essays earn students a three-day ferry pass for themselves and their parents.
- The top two winners (and their parents) get a six-day cruise on a ferry (with a stateroom and meals) plus their essay is permanently displayed in the new ferry.
- The winners' teachers will also get a six-day cruise on any AMHS vessel.

## Here's How You Do It:

1. Get a list of Alaska glacier names. You can do this by contacting your school librarian, public librarian or the internet.
2. From the list of glaciers, pick out a name for one of the new ferries.
3. Write an essay of up to 250 words, about 1 page, explaining why you selected the name. Be creative! Have fun with the essay.
4. Fill out the entry form and attach it to your essay. Then turn in your essay to your teacher. That's all there is to it! Yours may be one of the winning essays!



## Details on the New Ferries

### The New Metlakatla Ferry

Length overall .....	181 feet
Max. beam .....	50 feet
Vehicle capacity .....	18 cars
Passenger capacity .....	149
Speed .....	12 knots
Route .....	Metlakatla to Ketchikan

### The New Fast Ferry

Length overall .....	235 feet
Max. beam .....	60 feet
Vehicle capacity .....	36 cars
Passenger capacity .....	250
Speed .....	32 knots
Route No. 1 .....	Sitka to Juneau

*Fairweather*

Alaska Marine Highway System  
Name the Ferries Contest  
Student Entry Form  
Attach this form to the front of your essay.

Student Name Wesley Tyrrell  
Parent or Guardian Name Laurel Tyrrell  
Mailing Address P.O. Box 30108  
Central, AK 99730  
Home Phone (907) 520-5253 Parent/Guardian Daytime Phone Same  
Email Address rtyrrell@ideafamilies.org  
Name of School Alaska Central School  
Grade Level 4 Student's age as of January 30, 2002 9 yrs

**Presentation.** The essay should be:

- Up to 250 words in length
- Typed and double spaced on plain white paper, or clearly written on lined white paper
- Your name and grade level on each page of the essay

**Judging the Essays.** Completed essays should be submitted to your school teacher. One essay will be chosen from each school to send to the school district. The school district will select essays from all the public, private, charter, and home schools in its district. A Department of Education and Early Education selection team will then review the essays submitted by the districts. Ten essays will be selected from this group and sent on for final judging by Lieutenant Governor Fran Ulmer and the leadership of the Alaska Legislature. Two winners will be selected.

**Timeline.**

January 30	Student essays due to the schools
February 13	Best essay in each school submitted to the school district
February 22	Winning district essays received by DEED
Week of March 4	Winners announced

**Fairweather**  
**By Wesley Tyrrell**  
**Fourth Grade**

The Alaska Marine Highway System should name its new ferry after the Fairweather Glacier for two important reasons. First of all, the glacier, born on the border of Alaska and Canada, represents close relations between two nations. Secondly, Fairweather is the perfect name for a ship.

In 1778 Captain James Cook named a mountain range, Fairweather. It is odd that he should choose this name because this place gets some of the worst weather in the world, receiving 100 inches of precipitation every year.

This weather sounds horrible for people but is fantastic for glaciers. Precipitation falling as snow on the summit of Mount Fairweather (15,300ft/4,660 m) does not melt. The ice crystals get deeper and heavier until they reach sixty feet deep, becoming a river of ice. Fairweather Glacier flows down the south side of this mountain to the Gulf of Alaska.

As the glacier creeps down the mountain it scrapes chunks of rock from the highest peak in British Columbia, Canada. The rocks are caught in crevasses, dragged through the glacier, and eventually deposited at its front in Alaska. Sharing Mount Fairweather, its glacier, and its boulders, are two countries meeting together in friendship.

We want people to be confident about their trip on the state ferry. When people hear the name Fairweather, they will picture sunny blue skies and calm seas. The name cries out, "Excellent sailing! Good times! Terrific journeys!"

For these reasons, naming the ferry after the Fairweather Glacier is a great idea.

Chenega

Alaska Marine Highway System

Name the Ferries Contest

Student Entry Form

Attach this form to the front of your essay.

Student Name Emily Rose Oskolkoff

Parent or Guardian Name Bruce and Jamie Oskolkoff

Mailing Address Po Box 39313  
Winilchik, AK 99639

Home Phone 567-3211 Parent/Guardian Daytime Phone 567-855

Email Address \_\_\_\_\_

Name of School Ninilchik

Grade Level 6th Student's age as of January 30, 2002 13

Presentation. The essay should be:

- Up to 250 words in length
- Typed and double spaced on plain white paper, or clearly written on lined white paper
- Your name and grade level on each page of the essay

**Judging the Essays.** Completed essays should be submitted to your school teacher. One essay will be chosen from each school to send to the school district. The school district will select essays from all the public, private, charter, and home schools in its district. A Department of Education and Early Education selection team will then review the essays submitted by the districts. Ten essays will be selected from this group and sent on for final judging by Lieutenant Governor Fran Ulmer and the leadership of the Alaska Legislature. Two winners will be selected.

Timeline.

January 30	Student essays due to the schools
February 13	Best essay in each school submitted to the school district
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## Chcnega Glacier Essay

By Emily Rose Oskolkoff

Prince William Sound, nestled in the Alaska's Chugach Mountain Range, has over 20 glaciers ending at sea level; numerous others cling to mountainsides. These glaciers form because warm, low-pressure systems sweeping in off the Pacific Ocean in the winter encounter the high mountains, rise, cool and deposit their excess moisture as snow. More snow falls in the long winter than melts during the short summer. The thick, accumulating snow layers compress into ice, which gradually flows down to the sea as glaciers.

The Chenega Glacier located on the map at 60-degrees 14'N, 148-degrees 28' 20"W. This glacier can be seen buy boat from Nassau Fiord and is next to the Tiger Tail glacier. There is a village with the same name as this glacier. Ivan Petroff first reported the Alutiiq village at Chenega Bay named in the 1880 census. The village was destroyed and approximately 1/3 of the villagers perished when a tsunami caused by the 1964 earthquake hit the Prince William Sound. The village was reestablished in the mid-1980's on Evans Island, although it is still named Chenega.

I chose the name Chenega because I liked the sound of it. But as I researched this glacier and discovered what had happened at Chenega Bay in 1964 and how the remaining families had to leave their homes and start a new village on Evans Island I now think that naming one of the new ships Chenega would be a great way to honor the courageous people of Chenega.

**SJR**

**41**

# FISCAL NOTE

STATE OF ALASKA  
2002 LEGISLATIVE SESSION

Fiscal Note Number: 1  
Bill Version: SJR 41  
(S) Publish Date: 3/6/02

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: \_\_\_\_\_  
Title Reconstruction & Paving of AK Hwy BRU \_\_\_\_\_  
Sponsor Senate Transportation Committee Component \_\_\_\_\_  
Requester Senate Transportation Committee Component No. \_\_\_\_\_

**Expenditures/Revenues** (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
-----------------------------	--	--	--	--	--	--

<b>CHANGE IN REVENUES ( )</b>						
-------------------------------	--	--	--	--	--	--

**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2002) cost: 0.0  
Check this box (X) if funding for this bill is included in the Governor's FY 2003 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

Prepared by: SENATE TRANSPORTATION COMMITTEE Phone 465-3879  
Division \_\_\_\_\_ Date/Time \_\_\_\_\_  
Approved by: /s/ Senator Cowdery, Chair Date 3/3/02  
Agency \_\_\_\_\_



Office of the Minister  
Box 2703, Whitehorse, Yukon Y1A 2C6

FAXED  
02-02-14

February 14, 2002

Senator Randy Phillips,  
State Capitol, Room 103  
Juneau, Ak.  
99801-1182  
USA

Dear Senator Phillips,

**Re: Shakwak Project**

Your support for the Shakwak Project over the years has been very helpful in securing the funding necessary to advance the reconstruction work.

The reconstruction of the highway to a bituminous surface standard is finally approaching completion. We anticipate that all but 18 miles along Kluane Lake will be completed with the current TEA-21 appropriation. We are hopeful that Congress will approve funding to complete this section and to replace four major bridges on the route in the successor legislation to TEA-21, which is due in October 2003. The cost of the remaining roadwork and the bridge replacement is estimated at \$45 million.

During the deliberations prior to TEA-21 the Alaska State Legislature passed Resolution SJR 12am in support of completing the project. A similar resolution would be of great assistance at this time to demonstrate to congressional decision-makers that Alaska continues to support the project. As your help was instrumental in obtaining passage of Resolution SJR 12am, anything that you could do to facilitate a similar resolution during the current legislative session would be very much appreciated. I have asked my staff to update the factual information in the 1997 resolution which I hope will be of assistance to you.



KLONDIKE  
GOLD RUSH  
CENTENNIAL

Completion of the Shakwak Project has many benefits to Alaska both in commerce and tourism and I hope that it will be possible for the State Legislature to demonstrate its continued support.

Once again thank you very much for anything that you can do to assist.

Sincerely

A handwritten signature in black ink, appearing to read "Scott Kent". The signature is written in a cursive style with a long horizontal stroke extending to the right.

Scott Kent  
Minister of Infrastructure

# STATE OF ALASKA THE LEGISLATURE

## 1997

Source  
SJR 12 am

Legislative  
Resolve No.  
8



Relating to reconstruction and paving of the Alaska Highway.

BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

WHEREAS the United States and Canada entered into an agreement to reconstruct and pave the Alaska Highway from the Alaska-Canada border to Haines Junction, Yukon Territory, Canada, and the Haines Cutoff Highway from Haines Junction, Yukon Territory, Canada, to the Alaska-Canada border near Haines, Alaska, known as the Shakwak project, as authorized in the Federal-Aid Highway Act of 1973; and

WHEREAS the Congress authorized \$59,000,000 in 1973 for the project and has appropriated \$47,000,000 to the Federal Highway Administration for actual construction by Canada; and

WHEREAS the Congress further authorized \$20,000,000 a year for fiscal years 1993 - 1996 under the Intermodal Surface Transportation Efficiency Act of 1991, which has been fully appropriated; and

WHEREAS, in the last 16 years, the state has provided \$37,000,000 of state federal-aid highway apportionments to assist in meeting the obligations of the agreement; and

WHEREAS the estimated amount necessary to complete the entire project was in the order of \$260,000,000 in United States dollars;

BE IT RESOLVED that the Alaska State Legislature respectfully requests the United States government and the Canadian government to honor their agreement and provide the additional funds necessary through direct federal appropriations, independent of the federal funds apportioned to Alaska by the Federal Highway Administration, to complete the remaining portions of the Shakwak project; and be it

FURTHER RESOLVED that the United States Congress is respectfully requested to immediately appropriate an additional \$94,000,000 to allow work on additional project segments to proceed to a bituminous surface treatment standard.

COPIES of this resolution shall be sent to the Right Honourable Jean Chretien, Prime Minister of Canada; the Honourable Diane Marleau, Minister of Public Works and Government Services, Canada; the Honourable Audrey McLaughlin, Member of Parliament, House of Commons, Canada; the Honourable Piers McDonald, Government Leader, Yukon Territory, Canada; the Honourable Robert Bruce, Speaker, Legislative Assembly, Yukon Territory, Canada; the Honourable Dave Keenan, Minister of Community and Transportation Services, Yukon Territory, Canada; the Honorable Bill Clinton, President of the United States; the Honorable Al Gore, Jr., Vice-President of the United States and President of the U.S. Senate; the Honorable Newt Gingrich, Speaker of the U.S. House of Representatives; the Honorable Rodney E. Slater, Secretary-designee of the U.S. Department of Transportation; and to the Honorable Ted Stevens and the Honorable Frank Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Representative, members of the Alaska delegation in Congress.



**ALASKA STATE LEGISLATURE**  
**SENATOR RANDY PHILLIPS**  
Senate District L

Session (Jan-May)  
State Capitol, Rm 103  
Juneau, AK 99801  
(907) 465-4949  
(907) 465-4979 Fax  
Toll Free Anchorage Area  
800-478-4950

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Eagle River, AK 99577  
(907) 694-4949  
(907) 694-4948 Fax

**MEMORANDUM**

**TO:** Representative Vick Kohring, Chair  
House Committee on Transportation

**Cc:** Senator John Cowdery  
Senate Committee on Transportation

**FROM:** Senator Randy Phillips

**SUBJECT:** SJR 41 Reconstruction and paving of the Alaska Highway

**DATE:** 4/18/02

---

I respectfully request a hearing in the House Transportation Committee as soon as possible for SJR 41 – relating to the reconstruction and paving of the Alaska Highway.

Thank you for your consideration of my request.

SENATOR  
JOHN COWDERY

District I  
Anchorage

Committees

Chair: Transportation  
Chair: World Trade  
State & Federal Relations  
Rules  
Legislative Council  
Judiciary



*During Session:*  
State Capitol, Suite 101  
Juneau, Alaska 99801-1182  
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Toll Free: 888-269-3879  
Fax: 907-269-2069

*Interim:*  
716 W. 4th Avenue  
Anchorage, Alaska 99501  
Tel: 907-269-0222  
Fax: 907-269-0223

Senator\_John\_Cowdery@legis.state.ak.us

SJR 41 – Reconstruction and paving of the Alaska Highway

Sponsor Statement

---

SJR 41, "Relating to reconstruction and paving of the Alaska Highway" respectfully request that the United States and Canadian governments provide \$45 million to reconstruct the remaining 18 miles of the Alaska Highway under the Shakwak Project.

The Shakwak Project is a result of an agreement between the United States and Canadian governments to reconstruct and pave the Alaska Highway from the Alaska-Canada border to the Alaska-Canada border near Haines.

The requested \$45 million would also provide funding for the replacement of four bridges in order to meet serviceability requirements.