

ALASKA LEGISLATURE COMMITTEE FILES, 2003-2004 8672

11078 HOUSE TRANSPORTATION

safety defects in motor vehicles that were related to the failure of the airbags to operate properly after being exposed to flood damage or the intrusion of other liquids. The resulting recalls affected over 725,000 vehicles. Several other manufacturers have recalled vehicles to address similar problems without being influenced by NHTSA's investigations. According to NHTSA officials, the agency could conduct a study of recycled airbags and, if appropriate, issue consumer warnings or issue a report to the Congress on its findings.

NHTSA's Ability to Detect and Order the Recall of Unsafe Aftermarket Crash Parts Is Limited

NHTSA has the authority to order manufacturers of replacement parts that contain a safety-related defect to recall the defective items. Manufacturers must notify owners, purchasers, and dealers of the defect and remedy the defect (either through repair or replacement) free of charge. However, NHTSA's ability to detect parts with safety-related defects is limited because the agency's database of complaints from vehicle owners and others contains only a fraction of the complaints that manufacturers receive. Moreover, even if NHTSA were to identify unsafe aftermarket crash parts, it would likely have difficulty having them recalled. Recent legislation creates opportunities for NHTSA to gather additional information needed for identifying possible defects and improve its management and analysis of vehicle safety data.

NHTSA's Complaint Database Has Limitations

An essential component of NHTSA's overall process is the agency's ability to detect safety-related defects. To decide whether to investigate a possible safety-related defect, including any relating to OEM and aftermarket crash parts, NHTSA relies heavily on its complaint database. However, this database contains only a fraction of the complaints that customers report to manufacturers. In addition, aftermarket crash parts may not be identified as such in the database because consumers who complain to NHTSA may not know they have aftermarket crash parts or their complaints may not indicate that such parts are involved.

NHTSA's ODI receives consumer complaints about possible defects in motor vehicles and motor vehicle equipment from a toll-free consumer hotline, an on-line computer Web page, e-mail, telephone calls, surveys, and letters. As of August 2000, the database contained about 400,000 complaints gathered over the last 16 years. In an average year, ODI receives between 40,000 and 50,000 complaints.

The number of complaints in the database may represent only a small percentage of all complaints being made about possible defects. For example, in September 2000, the Administrator of NHTSA testified on the investigation and recall of Firestone tires. The Administrator said that by the end of 1999, NHTSA had received 46 reports of incidents involving these tires. NHTSA did not open a defect investigation at that time because of the large number of tires in use and the variety of possible causes of tire failure. However, after press reports in February 2000 highlighted two fatalities and alluded to a number of other crashes and fatalities, NHTSA opened an investigation. After obtaining additional information from the manufacturers involved and the attendant publicity, the Administrator reported that as of August 31, 2000, NHTSA had received over 1,400 complaints. In addition, according to the former Chief of ODI's Trends and Analysis Division, the complaints NHTSA receives about safety-related defects may represent only 10 percent of all the complaints that manufacturers receive. This estimate was based on the results of past requests for information made to manufacturers after ODI had opened investigations. For example, in February 2000, ODI began an investigation of plastic door garnish moldings on 1998 and 1999 Sebring Coupe vehicles. This investigation responds to 21 consumer complaints of partial and complete detachment, some of which occurred while the consumer was driving.¹¹ During the preliminary evaluation phase of the investigation, ODI requested information from DaimlerChrysler Corporation and obtained 276 additional complaints that the manufacturer had received. According to NHTSA officials, the agency has made efforts over the past few years to encourage repair shops and others to report safety-related problems with either OEM or aftermarket crash parts; however, the agency has received relatively few complaints about these parts.

Aftermarket crash parts may not be identified as such in NHTSA's database because consumers who complain to NHTSA may not know they have aftermarket crash parts or their complaints may not indicate that such parts are involved. According to data supplied by the National Association of Independent Insurers, 10 states do not have any form of legislation addressing the use of aftermarket crash parts. In these states, it is not necessary to tell an owner specifically about the use of an aftermarket part in a vehicle repair or to receive the owner's consent to use the parts. Furthermore, there are no requirements for informing the purchaser of a

¹¹The door garnish molding is the trim panel that attaches to the lower portion of the vehicle. It is composed of a molded thermoplastic and is 50 inches long and 14 inches high.

used vehicle that aftermarket crash parts have been used in an earlier repair. In these instances, the complainant would be unlikely to identify the defective part as an aftermarket part. In addition, in submitting a complaint to NHTSA, a complainant is free to describe the problem in any way he or she chooses. The choice of words in a complaint is important because the process NHTSA follows in identifying potential defect trends begins with a search of key words in the database. For example, we asked NHTSA to search for "aftermarket" and found six complaints that contained that term. However, complainants could have used a variety of other words to describe their complaint or might not have thought to mention the term.

Recalling Unsafe Aftermarket Crash Parts May Be Difficult

Even if NHTSA were to conclude that certain aftermarket crash parts contained a safety-related defect, its ability to recall them would be hampered because the parts do not always indicate the manufacturer and it may be difficult to identify the vehicles on which the parts were used.

According to Consumer Reports, many aftermarket crash parts are essentially invisible to NHTSA's complaint and recall system, mainly because the parts have no manufacturer's name stamped on them. During our review, we also saw several aftermarket crash parts that did not carry the manufacturer's identification. However, the extent to which parts are unlabeled is unknown. Taiwan Auto Body Parts Association officials stated that, since 1994, nearly all of the aftermarket crash parts its members manufacture are stamped with the manufacturer's name and a production lot number.¹² Furthermore, according to a CAPA official, the aftermarket parts certification process requires manufacturers to mark each part with the manufacturer's name and production lot number to facilitate identification and recall if necessary. However, CAPA recognizes that its certified parts represent only a third of all aftermarket crash parts and some noncertified parts do not indicate the manufacturer.

Even if the manufacturers of aftermarket parts were clearly identified, little information exists on the purchasers of those parts, making the recall process difficult. When automotive manufacturers recall vehicles, they rely on information they obtained when the vehicles were purchased and on registration records maintained by state departments of motor vehicles to identify and locate vehicle owners. With aftermarket crash parts, however,

¹²The Taiwan Auto Body Parts Association represents nearly 40 Taiwan-based aftermarket crash parts manufacturers.

this information is typically not available. Vehicle owners may purchase aftermarket crash parts at automotive retail stores and install the parts themselves, or body shops may install aftermarket parts that they obtained through parts distributors. In either instance, it is unlikely that the owners of vehicles with unsafe aftermarket crash parts could be specifically identified because it is unlikely that shops or distributors would maintain the information needed to locate the owners of the unsafe parts. Consequently, it would be necessary to recall unsafe aftermarket crash parts using a broad-based approach similar to a consumer product safety recall. Under this approach, public announcements are made to alert consumers to the product's safety-related defect. NHTSA officials recognize that it would be very difficult to identify and recall aftermarket crash parts using this approach.

Recent Legislation Identifies Weaknesses in NHTSA's Ability to Identify Safety-Related Defects

The Firestone tire recall, together with the subsequent congressional investigations and legislative initiatives, focused attention on weaknesses in NHTSA's regulatory and enforcement program. Likewise, congressional oversight reports expressed concerns about the effectiveness and efficiency of NHTSA's process of gathering and analyzing data on vehicle defects and initiating investigations and recalls. The Transportation Recall Enhancement, Accountability, and Documentation Act was signed into law in November 2000. In addition to requirements specifically addressing tires, the act sought to increase NHTSA's legal authority, improve its regulatory programs and access to safety information, and increase its funding levels by \$9.1 million. For example, the act requires manufacturers to report to NHTSA safety recalls of their products (which would include OEM and aftermarket crash parts) in other countries, increases civil penalties, and establishes criminal penalties for persons who knowingly violate the act. The act also requires NHTSA to conduct a comprehensive review of all standards, criteria, procedures, and methods, including the data management and analysis systems it uses to open a defect or noncompliance investigation.

Conclusions

The validity of concerns about the use of aftermarket crash parts and recycled air bags has been debated for many years. As a result, a number of states have enacted legislation to ensure that vehicle owners are aware that aftermarket crash parts are being used in repairs. Existing studies on the safety of aftermarket crash parts and recycled airbags show mixed results, are limited in number and scope, and fail to resolve the debate. Although NHTSA has the authority to regulate aftermarket crash parts, the agency

has not developed safety standards for them because it has not determined that any aftermarket crash parts contain safety-related defects. NHTSA has more limited authority to regulate the use of recycled airbags. NHTSA could elect to develop safety standards for occupant restraint systems under the used vehicle provisions of the Motor Vehicle Safety Act. These standards could apply to systems containing recycled airbags, but the standards would apply to the restraint system as a whole and not to its individual components. NHTSA has not developed such standards because it has not identified significant problems with occupant restraint systems that could be addressed by state motor vehicle inspection programs.

Absent a comprehensive study that resolves the issue of safety, NHTSA is left to rely on its complaint system to identify possible safety-related defects in aftermarket crash parts and recycled airbag systems. However, NHTSA's defect identification and recall system has limitations. The key database used to identify unsafe parts contains only a small fraction of the complaints received by manufacturers. Apparently, many vehicle owners are either unaware of NHTSA's complaint program or choose not to participate in it. In addition, aftermarket crash parts may not be identified as such in the database because consumers who complain to NHTSA may not know they have aftermarket crash parts or their complaints may not indicate that aftermarket parts are involved. These limitations may hamper NHTSA's ability to detect safety-related trends through broad key-word searches of its complaint database and make it unlikely that NHTSA can identify all unsafe parts. In addition, the ability to recall unsafe aftermarket crash parts is limited because some parts are not stamped with the manufacturer's name and there is no trail leading from the manufacturer to the ultimate user of the part. Therefore, even if an aftermarket part were found to contain a safety-related defect, the product might have to be recalled using a broad-based announcement similar to a consumer product safety recall.

The two studies on the safety of recycled airbags that we identified concluded that they can be a potentially safe, economical alternative to new airbags as long as they are undamaged and properly handled and installed. However, the failure of some flood-damaged air bags to deploy correctly also demonstrates the potential for serious safety consequences. Resolving the safety issues associated with using recycled airbags is important because it appears likely that their use will grow, especially if the Insurance Corporation of British Columbia begins specifying their use in early 2001.

The recently enacted Transportation Recall Enhancement, Accountability, and Documentation Act gives NHTSA an opportunity to improve its systems for detecting and recalling defective products. It provides NHTSA with the authority to require additional data from manufacturers and others that it can consider in determining the need to initiate an investigation. In addition, the act's provisions requiring a comprehensive review of all standards, criteria, procedures, and methods used to open a defect or noncompliance investigation give NHTSA an opportunity to improve its processes for identifying potentially unsafe parts.

Recommendations for Executive Action

The Secretary of Transportation should direct the Administrator of the National Highway Traffic Safety Administration, as part of the legislatively required review, to consider taking the following actions:

- Identify additional sources of information to include in the agency's complaint database. This might include obtaining additional data from manufacturers and insurance companies.
- Heighten consumers' awareness of NHTSA's complaint reporting system with the goal of increasing consumers' participation.
- Investigate the safety of using recycled airbag systems, particularly those taken from flood-damaged vehicles, and determine if any action is appropriate concerning their use.

Agency Comments and Our Evaluation

We provided copies of a draft of this report to the Department of Transportation for its review and comment. We discussed the report with NHTSA officials, including the Associate Administrator for Safety Assurance, the acting Chief Counsel, and the Director of the Office of Defects Investigation. They emphasized that NHTSA has statutory authority to issue standards only if they would meet the need for motor vehicle safety and to seek recalls only if there is evidence that particular products made by a specific manufacturer contain a safety-related defect. They added that NHTSA has not taken action to regulate aftermarket crash parts because studies conducted to date and other data and analyses do not demonstrate that there are safety-related problems with the parts. They also maintained that NHTSA does not have statutory authority to regulate recycled airbags. They indicated that their authority over used vehicles is limited to prescribing standards applicable to used motor vehicles for the purpose of encouraging and strengthening state inspections of those vehicles. As a result, NHTSA can issue performance-based standards for

used vehicle inspections, but cannot differentiate between new or used individual parts or the history of those parts. We revised this report to reflect NHTSA's comments on its authority over recycled airbags. NHTSA also provided other technical clarifications and information, which we incorporated in the report as appropriate.

As arranged with your offices, unless you publicly announce its contents earlier, we plan no further distribution of this report until 30 days after the date of this letter. At that time, we will send copies of this report to the Honorable Norman Y. Mineta, Secretary of Transportation and the Honorable Robert Shelton, Acting Administrator of the National Highway Traffic Safety Administration. We will also make copies available to others on request.

If you have any questions about the report, please contact me at (202) 512-2834. Key contributors to this report were Samer Abbas, Bert Japikse, David Lehrer, John Rose, and Glen Trochelman.

Sincerely yours,



Phyllis F. Scheinberg
Director, Physical Infrastructure Issues

Scope and Methodology

To determine whether any studies have been conducted on the safety of aftermarket crash parts and recycled airbags, we conducted a literature search using the Internet, periodicals, trade journals, and Lexis/Nexis. To identify additional studies, we interviewed federal, state, and industry experts. At the federal level, we interviewed officials from the National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation, Office of Regulatory Analysis and Evaluation, Office of Vehicle Safety Compliance, and Office of Vehicle Safety Research. At the state level, we interviewed officials from New York and Ohio. To gain an industry perspective, we interviewed representatives from organizations representing manufacturers and distributors of aftermarket and original equipment manufacturers' parts, collision repair shops and collision repair specialists, consumer advocacy groups, insurance providers, and vehicle safety experts. (A complete listing of the organizations we contacted appears at the end of this appendix.) In addition, we met with representatives of eight collision repair shops located in Illinois and Massachusetts to obtain their views on the safety and quality of aftermarket crash parts and recycled airbags. Illinois was selected because it was the site of the State Farm case and Massachusetts because the Massachusetts Auto Damage Appraisers Licensing Board recently conducted two hearings to discuss the safety of original, aftermarket, and recycled parts used in collision repair.

To determine the extent of NHTSA's authority over aftermarket crash parts and recycled airbags, we reviewed applicable legislation, regulations, program guidance, and other documentation on NHTSA's vehicle safety process and procedures. We also interviewed officials in NHTSA's Office of Defects Investigation, Office of Regulatory Analysis and Evaluation, Office of Vehicle Safety Compliance, Office of Vehicle Safety Research, and Office of General Counsel to gain an understanding of NHTSA's rules, regulations, policies, and procedures.

To determine NHTSA's ability to identify and remove unsafe aftermarket crash parts and recycled airbags from the nation's roadways, we reviewed NHTSA's policies and procedures for identifying safety-related defects. We reviewed consumer complaints on aftermarket crash parts contained in NHTSA's complaint database and reviewed the data and reports on the complaints. We also gathered information on the actions NHTSA has taken with respect to the safety of aftermarket crash parts. To identify potential ways to improve the effectiveness of NHTSA's safety program, we interviewed NHTSA officials, industry associations, and consumer advocacy groups.

We did not analyze the accuracy or quality of the over 400,000 complaints contained in NHTSA's database because such an analysis was beyond the scope of our review. We performed our review from June 2000 through January 2001 in accordance with generally accepted government auditing standards.

Organizations Interviewed by GAO

Aeromotive Automotive Electrical Engineering Field Services
Airbag Testing Technology, Inc.
Alliance of American Insurers
Alliance of Automotive Manufacturers
American Insurance Association
Auto Body Parts Association
Automotive Aftermarket Industry Association
Automotive Occupant Restraints Council
Automotive Engine Rebuilders Association
Automotive Parts Rebuilders Association
Automotive Recyclers Association
Automotive Service Association
California Autobody Association
Center for Auto Safety
Certified Automotive Parts Association
Coalition for Auto Repair Equality
Consumer's Union (Consumer Reports)
DaimlerChrysler Corporation
Detroit Testing Laboratories
Eagle Automotive, Inc.
Entela Laboratories
Ford Motor Company
General Motors Corporation
Insurance Corporation of British Columbia
Insurance Institute for Highway Safety
Keystone Automotive Industries, Inc.
Massachusetts Auto Body Association
Massachusetts Auto Damage Appraisers Licensing Board
Mitsubishi Motors America, Inc.
National Association of Independent Insurers
National Association of Mutual Insurance Companies
Nationwide Insurance companies
New York State Department of Motor Vehicles
Nissan North America, Inc.
North Star Automotive Group

Appendix I
Scope and Methodology

Ohio Board of Motor Vehicle Collision Repair Registration
Specialty Equipment Manufacturers Association
Society of Collision Repair Specialists
Taiwan Auto Body Parts Association
Tech-Cor, Inc.
Toyota Motor Sales, U.S.A., Inc.
USAA Property and Casualty Insurance
Volkswagen of America, Inc.

State Legislation Governing Aftermarket Crash Parts and Recycled Airbags

Forty states have enacted some form of legislation governing the use of aftermarket crash parts in vehicle repairs, according to data supplied by National Association of Independent Insurers. According to the association's data, of the 40 states with existing legislation, 90 percent (36 states) require that repair estimates identify each aftermarket crash part used in the repair, and about 83 percent (33 states) require that the repair estimate disclose that aftermarket crash parts are being used in the repair. A manufacturer's warranty is required by 68 percent (27 states), and about 58 percent (23 states) require a manufacturer's identification on any aftermarket crash parts used. The provisions that the states have enacted vary but can be grouped in nine categories. Figure 1 summarizes the states' aftermarket crash parts legislative provisions.

Appendix II
 State Legislation Governing Aftermarket
 Crash Parts and Recycled Airbags

Figure 2: State Aftermarket Crash Parts Legislative Provisions as of November 2000

State	Disclosure statement required on consumer's estimate ^a	Consumer consent required ^b	Estimate must identify aftermarket parts ^c	Aftermarket parts must be "of like kind and quality" to OEM parts ^d	Manufacturer's warranty required ^e	Disclosure required about the effect of part's use on vehicle warranty ^f	Insurer cannot require use of aftermarket parts ^g	Manufacturer's identification required on part ^h	No regulation ⁱ
Ala.	■		■		■			■	
Alaska									■
Ariz.	■		■	■	■			■	
Ark.	■	■	■		■			■	
Calif.	■		■		■			■	
Colo.	■		■		■			■	
Conn.	■		■		■				
Del.									■
Fla.	■		■		■				
Ga.	■		■		■			■	
Hawaii	■	■	■	■	■			■	
Idaho	■		■		■			■	
Ill.	■		■	■	■			■	
Ind.		■						■	
Iowa			■		■			■	
Kans.	■		■		■				
Ky.			■	■					
La.	■		■		■			■	
Maine									■
Md.	■					■			
Mass.	■		■		■				
Mich.	■		■		■				
Minn.							■		
Miss.	■		■		■			■	
Mo.	■		■		■			■	
Mont.									■

**Appendix II
State Legislation Governing Aftermarket
Crash Parts and Recycled Airbags**

State	Disclosure statement required on consumer's estimate ^a	Consumer consent required ^b	Estimate must identify aftermarket parts ^c	Aftermarket parts must be "of like kind and quality" to OEM parts ^d	Manufacturer's warranty required ^e	Disclosure required about the effect of part's use on vehicle warranty ^f	Insurer cannot require use of aftermarket parts ^g	Manufacturer's identification required on part ^h	No regulation ⁱ
Nebr.	■		■	■				■	
Nev.									■
N.H.	■		■	■				■	
N.J.	■		■	■	■			■	
N.Mex.									■
N.Y.			■	■	■				
N.C.	■		■	■					
N.Dak.									■
Ohio	■	■	■		■			■	
Okla.	■		■		■			■	
Oreg.		■	■		■	■		■	
Pa.									■
R.I.	■	■	■						■
S.C.									
S.Dak.	■		■		■			■	
Tenn.	■		■		■			■	
Tex.		■							
Utah	■		■		■			■	
Vt.									■
Va.	■		■			■			
Wash.	■		■			■			
W.Va.	■		■			■			
Wis.	■		■		■			■	
Wyo.	■	■	■	■				■	
Total	33	8	36	10	27	4	1	23	10

^aSome states require that written repair estimates contain a disclosure statement notifying consumers that aftermarket crash parts will be used in the repair.

^bSome states specify that aftermarket crash parts can only be used after the consumer has signed a written consent for their use.

Appendix II
State Legislation Governing Aftermarket
Crash Parts and Recycled Airbags

^cSome states require that written repair estimates contain a detailed listing of any aftermarket crash parts that will be used in the repair.

^dSome states require that any aftermarket crash parts used must be comparable in kind and quality to original equipment parts.

^eSome states require that the manufacturers of aftermarket crash parts provide a written warranty covering each part used in the repair.

^fSome states require that consumers be notified when the use of an aftermarket crash part will change the terms of their vehicle warranty.

^gSome states require that insurance companies give consumers the option of using either aftermarket or original equipment crash parts in the repair.

^hSome states require that all aftermarket crash parts used in a repair indicate the manufacturer of those parts.

ⁱSome states have no aftermarket crash parts legislation.

Source: National Association of Independent Insurers.

According to an Automotive Occupant Restraints Council official, only New York had laws governing the sale and installation of recycled airbags. New York requires that each recycled airbag be certified according to standards established by an approved, nationally recognized testing, engineering, and research body.¹ On May 2, 2000, the New York Supreme Court for Albany County granted a preliminary injunction concerning the requirement that all recycled airbags be certified before installation. The judge determined that, since there was no existing way to certify recycled airbags, it was impossible to abide by the law. The New York State Department of Motor Vehicles has since begun reviewing one company's recycled airbag certification procedures to determine whether the procedures address the concerns of the court.

¹New York Consolidated Laws, chapter 71, section 415-c.

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HB

124

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HB124

SPONSOR STATEMENT

“An Act relating to commercial motor vehicle drivers and their employers and to railroad-highway grade crossings; and providing for an effective date.”

Although federal law and commercial driver training already state that certain commercial vehicles must approach with flashers and stop at all rail crossings, Alaska law currently does not require this. State law must be brought into compliance with Federal requirements in order to avoid the loss of between \$20,000,000 and \$40,000,000 in federal highway monies. HB124 will conform Alaska law to federal requirements.

The bill would prohibit an employer of a commercial vehicle driver from knowingly allowing, authorizing, or encouraging the driver to violate any federal, state, or municipal code or regulation relating to railroad-highway crossings. It also would require the court to disqualify a commercial motor vehicle driver for certain periods of time upon conviction of a federal, state or municipal code or regulation relating to railroad-highway crossings.

The administration has expressed support for this bill and the federal deadline for compliance has already passed; therefore, I urge prompt consideration of this bill in order that we do not lose federal Highway funds.



STATE OF ALASKA
OFFICE OF THE GOVERNOR

BILL ANALYSIS

DEPARTMENT Administration	DIVISION Motor Vehicles	BILL NUMBER LL 773-03-0008	SPONSOR
SHORT TITLE OF BILL An act relating to commercial motor vehicle drivers and their employers and to railroad-highway grade crossings..			
DEPARTMENT POSITION Support			
PREPARED BY Charles R. Hosack	DATE 2-3-03	COMMISSIONER'S SIGNATURE	DATE

SUMMARY

OTHER AGENCIES AFFECTED BY BILL Dept of Transportation, Dept of Public Safety	CONSTITUENT GROUP(S) AFFECTED BY BILL Commercial Vehicle Drivers and Employers
ORGANIZATIONAL SUPPORT FOR BILL None Known	ORGANIZATIONAL OPPOSITION TO BILL None Known

FISCAL IMPACT: NONE FISCAL NOTE ATTACHED

BACKGROUND/LEGISLATIVE INTENT

The ICC Termination Act of 1995 (Public Law 104-88) contained a provision that required the Federal Highway Administration (FHWA) to adopt regulations requiring states to disqualify drivers of commercial vehicles that violate federal, state, or local laws or regulations pertaining to a railroad-highway grade crossing. The act also prohibited employers from allowing drivers to violate these provisions. In 1999 FHWA passed regulations requiring states to take action on these violations as part of the Commercial Driver License (CDL) program. States had until October 2002 to comply with this requirement. This bill satisfies that requirement.

ANALYSIS OF BILL/PROGRAM EFFECTS

The number of railroad-highway grade crossing violations in Alaska is very low and it is not anticipated that this provision will have any substantial effect on drivers, employers, or state agencies.

Drivers of commercial vehicles convicted under this new provision will be disqualified from operating a commercial vehicle for 60 days on the first offense, 120 for a second offense within 3 years, and one year for a third offense within 3 years.

AMENDMENTS PROPOSED

PLEASE ATTACH A SEPARATE SHEET FOR ADDITIONAL COMMENTS OR ANALYSIS

(TITLE IV)

PUBLIC LAW 104-88 — DEC. 29, 1995

109 STAT. 956

SEC. 403. VIOLATION OF GRADE-CROSSING LAWS AND REGULATIONS.

(a) FEDERAL REGULATIONS.—Section 31310 of title 49, United States Code, is amended by adding at the end thereof the following:

“(h) GRADE-CROSSING VIOLATIONS.—

“(1) SANCTIONS.—The Secretary shall issue regulations establishing sanctions and penalties relating to violations, by persons operating commercial motor vehicles, of laws and regulations

pertaining to railroad-highway grade crossings.

“(2) MINIMUM REQUIREMENTS.—The regulations issued under paragraph (1) shall, at a minimum, require that—

“(A) the penalty for a single violation is not less than a 60-day disqualification of the driver’s commercial driver’s license; and

“(B) any employer that knowingly allows, permits, authorizes, or requires an employee to operate a commercial motor vehicle in violation of such a law or regulation shall be subject to a civil penalty of not more than \$10,000.”.

(b) DEADLINE.—The initial regulations required under section 31310(h) of title 49, United States Code, shall be issued not later than 1 year after the date of the enactment of this Act.

(c) STATE REGULATIONS.—Section 31311(a) of title 49, United

States Code, is amended by adding at the end thereof the following:

“(18) The State shall adopt and enforce regulations prescribed by the Secretary under section 31310(h) of this title.”.

49 USC 31310

note.

(THIS IS THE ACTUAL FEDERAL REQUIREMENT FROM 1995: "ICC TERMINATION ACT", WHICH CURRENTLY ENDANGERS OUR HWY FUNDS.)

STATE OF ALASKA

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Fax: (907) 451-9293

Session:

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(907) 465-3466
Fax: (907) 465-2937

REPRESENTATIVE JIM HOLM DISTRICT 9

DATE: February 24, 2003
TO: Representative Jim Holm, Chair
House Transportation Committee
FROM: Representative Jim Holm
RE: HB 124

Please schedule HB 124, COMMERCIAL VEHICLE, RAILROAD-HIGHWAY GRADE CROSSINGS, for hearing in the House Transportation Committee at your earliest convenience.

Back-up information is attached.

Thank you very much for your help with this bill.

Todd Larkin,
Staff for Representative Jim Holm

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB124
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title An Act relating to commercial motor vehicle BRU Measurement Standards & CVE
drivers and their employers Component Measurement Standards & CVE
 Sponsor Holm
 Requester HTRA Component No. 2332

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

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

Estimate of any current year (FY2003) cost: 0.0
 Mark this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

If this legislation does not pass, the state of Alaska will receive sanctions by the Federal Highway Administration for not complying with Federal Motor Carrier Safety laws. The sanction will withhold 5% of the state's annual federal surface transportation funding, approximately \$17.5 million/year. This will result in a corresponding \$17.5 million reduction of the state's highway construction capital budget.

Prepared by: Dennis R. Poshard Phone 465-3900
 Division: Special Assistant to Commissioner Date/Time 3/5/03 10:26 AM
 Approved by: Commissioner Mike Barton Date 3/5/2003
 Agency: Alaska Department of Transportation and Public Facilities

Revised

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB124
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title An Act relating to commercial motor vehicle BRU Measurement Standards & CVE
drivers and their employers Component Measurement Standards & CVE
 Sponsor Holm
 Requester HTRA Component No. 2332

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	***	***	***	***	***	***
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CHANGE IN REVENUES ()	***	***	***	***	***	***
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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)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2003) cost: 0.0
 Mark this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

*** If this legislation does not pass, the state of Alaska will receive sanctions by the Federal Highway Administration for not complying with Federal Motor Carrier Safety laws. The sanction will withhold 5% of the state's annual federal surface transportation funding, approximately \$17.5 million/year. This will result in a corresponding \$17.5 million reduction of the state's highway construction capital budget.

Prepared by: Dennis R. Poshard Phone 465-3900
 Division Special Assistant to Commissioner Date/Time 3/4/03 11:30 AM
 Approved by: Commissioner Mike Barton Date 3/4/2003
 Agency Alaska Department of Transportation and Public Facilities

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB 124
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: Administration
 Title An act relating to commercial motor BRU Motor Vehicles
vehicle drivers..... Component _____
 Sponsor Rep Holm Component No. 2348
 Requester (H) TRA

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
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						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2003) cost: 0.0
 Check this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

The ICC Termination Act of 1995 (Public Law 104-88) contained a provision that required the Federal Highway Administration (FHWA) to adopt regulations requiring states to disqualify drivers of commercial vehicles that violate federal, state, or local laws or regulations pertaining to a railroad-highway grade crossing. The act also prohibited employers from allowing drivers to violate these provisions.

The number of railroad-highway grade crossing violations in Alaska is very low and it is not anticipated that this provision will have any substantial effect on drivers, employers, or state agencies.

Prepared by: Charles R. Hosack Phone 269-5559
 Division Motor Vehicles Date/Time 2/28/03
 Approved by: Mike Miller, Commissioner Date _____
 Agency Department of Administration

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB 124
 () Publish Date: _____

Revision Date/Time (Note if correction): N/A Dept. Affected: Public Safety
 Title An act relating to commercial motor BRU AST Detachment
vehicle drivers and their employers Component AST Detachment
 Sponsor Representative Holm
 Requester House Transportation Component No. 2325

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

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)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2003) cost: 0.0
 Mark this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

No fiscal impact.

Prepared by: Lieutenant Matthew Leveque Phone 907 269-0390
 Division Alaska State Troopers Date/Time 3/3/03 3:09 PM
 Approved by: William Tandeske, Commissioner Date 3/3/2003
 Agency Department of Public Safety

HB

127

THE
FOLLOWING
DOCUMENT(S)
ARE
POOR
ORIGINAL
COPIES

To: Transportation Committee & Legislator Whitker
Fax #: 907-465-2937

From: Rachele Dowdy rachelledowdy@hotmail.com
Sandy Gillespie sandy_Gillespie@ecd.state.ak.us

Re: HB127

Date: 3/6/03

3 pages including cover

Rachelle Dowdy 521A West 20th Ave Anchorage, AK 99503 907-644-9976

I support HB 127.

Standard roadside signs = statistics. This is fine, but Alaska has the worst drunk-driving record in the nation. We have to remind drivers that it is personal, it happened here, to this person, to this family, to this community. To someone who was loved, not just a statistic.

Heather's friends stopped to add flowers to her marker one day, and a motorist stopped. She said she had a history of drinking and driving. She thought "it will never happen to me"—but this marker enlightened her and caused her to change her habits. It got personal. Moved beyond statistics.

Would a standard, state sign have this effect?

I don't think so.

I encourage every committee member to review the slides submitted by Sheryl Maree Reily and to take this issue to heart. I also suggest you google "roadside memorial" and look at some of these sites. This form of human expression takes place not only in Alaska, but nationally and internationally.

Does Alaska want to be known for a lack of human interest? Such human interest replaced with mere statistics? I have lived in AK my entire life. We thrive on individuality up here, our freedom to express ourselves, both individually and as communities.

Do we really want to summarize our personal loss & our shameful national record in identical blue & white statistics?

I don't.

Sandy Gillespie. 521A West 20th Ave Anchorage, AK 99503 907-644-9976

I support HB 127.

Roadside memorials are visible on many of Alaska's highways and roads. These markers play a significant role in recognizing and acknowledging the humanity all of us share.

When still a Fairbanks resident, I heard about a family of five killed by a drunk driver on the Glen Hwy just outside Anchorage. Each time I drive into Anchorage, I see their memorial and think of that family. I never met them; I don't remember their names—but I wish them well, I acknowledge their lives and deaths, I think of the people left behind who love them.

I think of other specific sites: two along the Richardson near Eilson airforce base; two on Chena Hot Springs Road near Fairbanks; two on Minnesota St. in Anchorage; one on Northern Lights Dr. near the Anchorage airport. The last one names "brother" and "daddy" as the person or persons killed there.

In passing these sites (to name just a few), I have not been distracted from driving. I see the markers as I see the landscape—but the image travels with me, makes me more human. My 17-year-old sister-in-law was killed by a drunk driver in Fairbanks. The family put up a memorial on the Old Steese Hwy for Heather Dowdy. People driving by regularly have stopped at a nearby turnout and told us how the site has impacted them. A grandmother told us how her very young grandson asked about Heather. Grandma explained what had happened, and the child refers to Heather by name. Another person told us that she used to drive after drinking: she no longer does, because this memorial made real to her what the consequences can be.

In Oregon last year, I saw the official road signs that marked traffic deaths, including drunk driving deaths. I like those signs also—I think we have a right to know, should know every spot where a drunk driver has killed or injured someone. I think we should have signs that say how many people have been killed on various sections of hwy by drunk drivers—just like we have a sign on the Glen saying how many moose have been killed there—good: but not as important as people. The official signs are about statistics and documentation and a condemnation of a system that does not adequately deal with drunk drivers in our state. I want those signs also.

But they do not replace the memorials—the signs that make us aware of and able to care about the people we have never met and who have died on the roads we drive every day.

Alaska State Legislature

Representative Jim Whitaker
House of Representatives
District 10



Session
Capitol Building, Room 501
Juneau, Alaska 99801
Phone: (907) 465-3004
Fax: (907) 465-2070

Interim
119 N. Cushman St. Suite 213
Fairbanks, AK 99701
Phone: (907) 452-1088
Fax: (907) 452-1146

Sponsor Statement

HB 127 – Roadside Memorials

When a person dies on an Alaska road, family and friends often express their grief by placing items near where the tragedy occurred, in a kind of memorial to their loved one. Sometimes, even strangers are moved to add to the memorial when particularly touched by the loss.

These memorials serve two purposes. One, to allow the grieving to express their sorrow, and two, to remind those who travel, of the inherent dangers in driving Alaska's roads, particularly when excessive speed or alcohol contributed to the cause of the accident. Many Alaskans instinctively check their speed and take extra care in driving when passing one of these personal memorials.

Recently, the State of Alaska Department of Transportation informed the creators of such memorials that these encroachments to the right of way would no longer be tolerated. They warned that the department would remove them if they were not taken down by a date certain. This action is in response to a perceived threat to federal highway funding if the state allowed the memorials, as well as an interpretation of the state law that bans billboards.

The liberty to express our grief, the desire to memorialize a fallen officer, the wish to recognize a tragedy among our community, is a very personal freedom that must not be unnecessarily infringed by government.

HB 127 sets out to clarify that, while the state does not attempt to discourage the placing of such memorials, they will be reasonably regulated so as not to allow unsafe distractions and hazards in Alaska's right of ways.

23 USC §131 (The Highway Beautification Act)

The Highway Beautification Act was introduced in the 1960s to govern advertising outside the right-of-way of Interstates, primary Federal-aid highways, and the National Highway System. When it passed the Act, Congress found that advertising “should be controlled in order to protect the public investment in such highways, to promote the safety and recreational value of public travel, and to preserve natural beauty” (23 USC §131(a)). Congress has not repealed or changed this declaration in 37 years.

The FHWA bases its interpretation of advertising within the right-of-way in part on the Highway Beautification Act. The Act specifically regulates signing outside of the right-of-way, excluding on-premise signs. It does not address advertising within the right-of-way. The FHWA attributes this omission to the fact that right-of-way advertising did not exist in the 1960s and Congress did not foresee it becoming an issue in the future.

Beginning in 1968, states faced a 10 percent cut in Federal-aid highway funds if they did not make “provision for effective control of the erection and maintenance... of outdoor advertising signs, displays, and devices which are within 660 feet of the nearest edge of the right-of-way and visible from the main traveled way....” Beginning in 1975, the prohibition against outdoor advertising was extended beyond 660 feet for signs, displays, and devices located outside urban areas. Today, the FHWA has agreements in place with each state regarding the size, lighting, and spacing of advertising signs in commercial and industrial zones along highways.

Over three decades later, support for the Highway Beautification Act remains strong. Travelers have long voiced their opinion through surveys on the high value placed on the visual experience while driving, and are generally wary of “ad creep” on the nation’s highways. For example, recent statewide polls conducted in Missouri revealed that 60 percent of registered and likely voters favor a state law to prohibit new billboards. Sixty-nine percent prefer official state highway signs over commercial billboards; 81 percent agree that billboards should be restricted by size, location, and number; and 62 percent support a state law that would stop construction of new billboards or remove all billboards.²

Generally speaking, the public’s tolerance for roadside advertising – both inside and outside the right-of-way, depends on four factors: 1) sign frequency and spacing, 2) sign location relative to the roadway, 3) sign size and height, and 4) sign location relative to cultural, scenic, and historic features beyond the right-of-way, such as scenic vistas and historic areas.

² Scenic Missouri, “Summary of Polling Data on Registered Voter Attitudes About Billboards in Missouri,” October 2001. The polls cited were conducted in January 1997 and May 2000.

Sec. 19.25.075. Findings and intent of the people of the State of Alaska.

(a) The people of the State of Alaska find that the **presence of billboards** visible from Alaska's highways endanger Alaska's uniqueness and its scenic beauty.

(b) It is the intent of the people of the State of Alaska that **Alaska shall forever remain free of billboards.**

Sec. 19.25.080. Purpose.

The purposes of AS 19.25.080 - 19.25.180 are

(1) **to protect the public safety and the welfare** of persons using the highways of the state **by having outdoor advertising signs, displays, and devices along the highways controlled;**

(2) **to prevent unreasonable distraction** of operators of motor vehicles; to prevent confusion with regard to traffic lights, signs, or signals or other interference with the effectiveness of traffic regulations, and to promote the safety, convenience, and enjoyment of travel on, and protection of the public investment in, highways in this state; to preserve and enhance the natural scenic beauty or aesthetic features of the highways and adjacent areas; and to attract tourists;

(3) **to regulate outdoor advertising signs, displays, and devices** in areas adjacent to the rights-of-way of the interstate, primary, and secondary systems within this state in accordance with this chapter and the regulations adopted under this chapter;

(4) to provide that outdoor advertising signs, displays, and devices that are not in conformity with the requirements of this chapter are a public nuisance;

(5) to provide a statutory basis for regulation of outdoor advertising signs, displays, and devices consistent with the public policy declared by the Congress relating to areas within and adjacent to the right-of-way of a highway of the interstate, primary, or secondary systems.

Sec. 19.25.090. Outdoor advertising prohibited.

Except as provided in AS 19.25.105 , all outdoor advertising is prohibited.

Sec. 19.25.100. Rural signs. [Repealed, Sec. 14 ch 155 SLA 1970].

Repealed or Renumbered

Sec. 19.25.150. Unlawful advertising.

An advertising sign, display, or device that violates the provisions of AS 19.25.080 - 19.25.180 is a public nuisance. The department shall give 30 days' notice, by certified mail, to the owner of the land on which the advertising sign, display, or device is located, ordering its removal if it is prohibited by AS 19.25.080 - 19.25.180 or ordering the owner to cause it to conform to regulations if it is authorized by AS 19.25.080 - 19.25.180. If the owner of the property fails to comply within 30 days as required in the notice, the department shall remove the outdoor advertising sign, display, or device at the expense of the owner of the land or the person who erected it.

Sec. 19.25.160. Definitions..

In AS 19.25.080 - 19.25.180

(1) "billboards" means any signboards, signs, displays, notices or forms of outdoor advertising that do not strictly comply with the provisions of AS 19.25.075 - 19.25.180, or with any permit or permits issued pursuant to AS 19.25.075 - 19.25.180;

(2) "interstate system" means that portion of the National System of Interstate and Defense Highways located in this state, as officially designated, or as may hereafter be so designated, by the commissioner, and approved by the secretary of transportation (or by the secretary of commerce before the effective date of the transfer of functions under Public Law 89-670 (80 Stat. 931)), under the provisions of 23 U.S.C.;

(3) "outdoor advertising" includes any outdoor sign, display, or device used to advertise, attract attention or inform and which is visible to a person on the main-traveled way of a highway of the interstate, primary, or secondary systems in this state, whether by printing, writing, painting, picture, light, drawing, or whether by the use of figures or objects, or a combination of these, or any other thing designed, intended, or used to advertise, inform, or attract attention;

(4) "primary system" or "secondary system" means that portion of connected main highways, as officially designated, or as may hereafter be so designated, by the commissioner, and approved by the secretary of transportation (or by the secretary of commerce before the effective date of the transfer of functions under Public Law 89-670 (80 Stat. 931)), under the provisions of 23 U.S.C.

Sec. 19.25.200. Encroachment permits.

(a) An encroachment may be constructed, placed, changed, or maintained across or along a highway, but only in accordance with regulations adopted by the department. An encroachment may not be constructed, placed, maintained, or changed until it is authorized by a written permit issued by the department, unless the department provides otherwise by regulation. The department may charge a fee for a permit issued under this section.

(b) The provisions under (a) of this section do not apply to a mailbox or a newspaper box attached to a mailbox.

Sec. 19.25.210. Relocation or removal of encroachment.

If, incidental to the construction or maintenance of a state highway, the department determines and orders that an encroachment previously authorized by written permit must be changed, relocated, or removed, the owner of the encroachment shall change, relocate, or remove it at no expense to the state, except as provided in AS 19.25.020 , within a reasonable time set by the department. If the owner does not change, relocate, or remove an encroachment within the time set by the department, the encroachment shall be considered an unauthorized encroachment and subject to the provisions of AS 19.25.220 - 19.25.250.

Ron-59768

Barbara Dowdy
1051 Eastwood Lane
Fairbanks, Alaska 99712
907-457-8880

ATTACHMENT

September 21, 2001

RE: DOT's decision to remove roadside memorials

RECEIVED

Governor Tony Knowles
PO Box 110001
Juneau, AK 99811-0001

SEP 25 2001

OFFICE OF THE GOVERNOR

Dear Governor Knowles:

As the mother of a seventeen-year-old girl who was killed just a year ago by a drunk driver, I am personally involved in DOT's recent decision to remove roadside memorials. I was so upset that my priest suggested I start a petition to let the powers-that-be know that there are many silent voters, taxpayers, and concerned citizens who feel as I do. In just a few short weeks I have personally collected these signatures.

In light of all that has happened since Sept. 11, 2001, we as Alaskans and Americans need to pull together. Now more than ever, the need for memorials is very important. We need to declare as one voice, that personalized, roadside memorials are very important to the American public in pulling us together as a country united in the face of tragedy.

In driving to town today, I saw dozens of American flags planted along side our highways and also at individuals drives. Be it as a nation suffering from a national tragedy, or as individuals suffering from a personal tragedy, we should be allowed to express our sorrow by placing the American flag on our roadways, as many thousands of individuals have done across the country. In light of this, how can flowers, wreaths, and crosses placed on our nation's highways to memorialize the death of a loved one be any different. Surely you will not be telling the American public to take down our flag because it is distracting to drivers. Then the same must be held true for the personalized, roadside memorials that have been a tradition in our great country for as long as I can remember.

In collecting these signatures, many people shared that instead of these memorials being a distraction, they were a signal that they should be more alert, slow down, and take care as someone before them had lost their life at that spot.

I ask that you use the power of your position to allow these memorials to stay.

Sincerely,

Barbara Dowdy
Barbara Dowdy

Encl. Signed Petitions (11 pages - copies) & Letter to the Editor - Fairbanks Daily News Miner
Cc: All Comm. & Dir. of Transportation, Sen. G. Therriault, Rep. H. Fate, Rep. Don Young & Committee on Transportation & Infrastructure

03

RECEIVED

SEP 25 2001

DOT & PF Commissioner

Barbara Dowdy
1051 Eastwood Lane
Fairbanks, Alaska 99712
907-457-8880

September 21, 2001

RE: DOT's decision to remove roadside memorials

Mr. Joseph L. Perkins
Commissioner of Dept. of Transportation
3132 Channel Drive
Juneau, AK 99801-7898

Dear Comm. Perkins:

As the mother of a seventeen-year-old girl who was killed just a year ago by a drunk driver, I am personally involved in DOT's recent decision to remove roadside memorials. I was so upset that my priest suggested I start a petition to let the powers-that-be know that there are many silent voters, taxpayers, and concerned citizens who feel as I do. In just a few short weeks I have personally collected these signatures.

In light of all that has happened since Sept. 11, 2001, we as Alaskans and Americans need to pull together. Now more than ever, the need for memorials is very important. We need to declare as one voice, that personalized, roadside memorials are very important to the American public in pulling us together as a country united in the face of tragedy.

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In collecting these signatures, many people shared that instead of these memorials being a distraction, they were a signal that they should be more alert, slow down, and take care as someone before them had lost their life at that spot.


I ask that you use the power of your position to allow these memorials to stay.

Sincerely,

Barbara Dowdy

Encl. Signed Petitions (11 pages - copies) & Letter to the Editor - Fairbanks Daily News Miner
Cc: All Commissioners of Transportation, Gov. Knowles, Sen. G. Therriault, Rep. H. Fate, Rep. Don Young, & Committee on Transportation & Infrastructure

TRACK #01-8126

Due: 10-19-01 

Petition
Roadside Memorials (2001)

Page 1
mailed 9/21/01

Let it be known that the following persons support the continuance of traditional-personalized roadside memorials.

These memorials are a tribute to the people in our community who lost their lives at those particular spots. Many of these deaths have been to drunken drivers. These memorials are one of the few deterrents the community has to drinking and driving, because they serve as a constant reminder of what can happen when one chooses to drink and drive. The families and friends of these victims have very little rights and now one of their few solaces is being threatened with removal.

The State of Alaska, in its infinite wisdom, has decided that a generic sign would not be a distraction the way a more personalized cross or wreath is, and in its benevolence, the State would only charge the grieving families \$500.00 to leave the sign in place a mere 2 years. This is unsatisfactory! These families need the solace that this memorial brings. People need to be allowed the personal freedom of decorating this hollowed ground to suit their own religious freedoms (cross, flowers, statue, etc.).

We therefore request that the State of Alaska, Governor's Office, and Dept. of Transportation all agree that the roadside memorials can remain.

Name	Address	Volter	Tax Payer	Date
Buckara A. Dewey	Fairbanks, AK 99712 1051 Eastwood Ln.	X	X	8-29-01
Ann D. Roberts	2821 Totem Dr. Fairbanks, AK 99707	X	X	8/31-01
Bonnie Butcher	2738 Beverly Lane, Fairbanks, AK 99709	X	X	8-30-01
Mary Lou Weese	P.O. Box 10042, FAIRBANKS AK 99710			9/14/01
Phyllis	1245 B Rangeview Dr. North Pole 99705	X	X	
Bertha Becker	P.O. Box 10086 Fairbanks, AK 99710			
[Signature]	P.O. Box 58561 FAIRBANKS AK 99711			
Kene Wood	P.O. Box 10455 FAIRBANKS AK 99710	X	X	9-8-01
Nancy Wood	893 Spelwood Rd Fairbanks AK 99712			
Fate	4207 60th St #3 FT Wainwright, Alaska 99703	X	X	9-9-01
Elizabeth Hampton	1140 Georgian Way Apt #1 Fairbanks Alaska 99711 Student 9/10/01			
Subrah Johnson	2816 Mayfield Court Apt #2 Fairbanks Student 9/10/01			
Wesley Janssen	174 Crest Dr. 1 hr, AK 99712	X	X	9-15-01

Cc: All Commissioners of Transportation St. of Ak., Gov. Tony Knowles, Rep. Hugh Fate, Sen. Gene Theriault, Rep. Don Young, & Committee on Transportation & Infrastructure

Petition
Roadside Memorials (2001)

Page 2
mailed 9/21/01

Let it be known that the following persons support the continuance of traditional-personalized roadside memorials.

These memorials are a tribute to the people in our community who lost their lives at those particular spots. The majority of these deaths have been to drunken drivers. These memorials are one of the few deterrents they community has to drinking and driving, as they serve as a constant reminder of what can happen when one chooses to drink and drive. The families and friends of these victims have very little rights and now one of their few solaces is being threatened with removal.

The State of Alaska, in its infinite wisdom, has decided that a generic sign would not be a distraction the way a more personalized cross or wreath is, and in its benevolence, the State would only charge the grieving families \$500.00 to leave the sign in place a mere 2 years. This is unsatisfactory! These families need the solace that this memorial brings. They need to be allowed the personal freedom of decorating this hollowed ground to suit their own religious freedoms (cross, flowers, statue, etc.).

We therefore request that the State of Alaska, Governor's Office, and Dept. of Transportation all agree that the roadside memorials can remain.

Name	Address	Date	Voter X	Tax Payer X
Steve Subert	P.O. Box 12313 Fairbanks, AK	99710/8-23-01	X	X
Dennie Stockton	11626 Palomino Dr. N.P. AK.	99705	X	X
Grosgonia W Brennen	1314 Viewpointe Dr Fairbanks, Ak	99708	X	X
Joseph M. Geyer	33 ANNA ST. FAIRBANKS, AK.		X	X
Randolph Whiteley	Box 60955 S. PK AK		X	X
Janet Towler	H33 Breckenridge Flks.	99701	X	X
Jana Jensen	2770 Bear Ave. N.P. AK	8-25-01	X	X
Maria E. Gowry	1050 Duile Dr. N.P. ALASKA		X	Voter
Meredith L. Lyster	1106 Joyce Dr. Fbks, AK.	99701		
Sarah Glass	P.O. Box 83036 Fbks, AK	99708	X	8-27-01
Jane Arnold	1014 22nd Ave., Fbks	99701	X	8-27-01
Julia [unclear]	1810 Central Ave Fbks	99709	X	8-27-01
Patricia Hill	PO Box 84103 Fbks	99708	X	8-27-01 TP

Cc: All Commissioners of Transportation St. of Ak., Gov. Tony Knowles, Rep. Hugh Fate, Sen. Gene Therriault, Rep. Don Young, & Committee on Transportation & Infrastructure

Petition
Roadside Memorials (2001)

Page 3
Mailed 9/21/01

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Name	Address	Voter	Tax Payer	Date
		X	X	
Albert Breenha	1062 Eastwood Ln	X	X	8/26/01
Mubriels Burnham	1062 Eastwood Ln Fbx		X	8/26/01
Fisley Culhart	558 Falcona Urew St Fbx	X	X	8/26/01
Anne Aleshire	4824 chena Hot Spring Rd	X	X	8/26/01
Ben Hammond	109 E Birch Hill Rd	X	X	8/26/01
alebra Moses	200 C St. # A Fbks	X	X	8/26/01
Mary Schwetz	#717 Bentley Dr U) Fbks	X	X	8-26-01
PH Cobden	1266 canneview Fbx	X	X	8/26/01
Laura Cohen	" " "	"	"	8/26/01
Thomas Smith	P.O. Box 10255 Fbx AK	X	X	8/26/01
John Watson	512 Panoramia	X	X	8/26/01
James Wiley	P.O. Box 73535 Fbks AK			8/26/01
Debra Kay	P.O. Box 73535 Fbks	X	X	8-26-01

Cc: All Commissioners of Transportation St. of Ak., Gov. Tony Knowles, Rep. Hugh Fate, Sen. Gene Therriault, Rep. Don Young, & Committee on Transportation & Infrastructure

Petition

Roadside Memorials (2001)

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Name	Address	Voter	Tax Payer	Date
D. Janni	936 NORTHERN LIGHTS DR FBKS 99712	(X)	(X)	8-26-01
Wendy Campbell	PO Box 73622 FBKS AK 99707			8/26/01
Jackie Debever	3662 Handluck Dr FBKS 99709	X	X	8/26/01
Ray Corral	PO Box 210, S.E.T. 99725	X		8/26/01
Frederick E. Worth Jr	638 Steele Creek Rd Fairbanks 99712	X	X	8/26/01
RANDALL E. TOBEY	14401st. View Dr. FBKS 99707	X	X	8-26-01
Charles D. [unclear]	PO Box 35050 Fairbanks 99707	X	X	8-26-01
William [unclear]	PO Box 70905 Fairbanks 99707	X	X	8-26-01
[unclear]	1932 W. Farrell AK 99929	X	X	8-26-01
Ms. Julia S. Tolvi	1110 Skyline Dr. FBKS, AK 99712			
MaryAnn Fathauer	Fairbanks, AK 99708			
Karen Cath-Trochim	913 Side Way Fbks AK 99702	X	X	8-28-01
Danny A. Lewis Sr.	419 Leann Drive Fbks AK 99707			8/29/01

Cc: All Commissioners of Transportation St. of Ak., Gov. Tony Knowles, Rep. Hugh Fate, Sen. Gene Theriault, Rep. Don Young, & Committee on Transportation & Infrastructure

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Name	Address	Voter	Tax Payer	Date
MARY K. ARNDT Mary K. Arndt	PO BOX 57159, N. HTL. POL. AK 99704	X	X	8/26/01
Terrence H. Arndt	2513 Davis Rd FBKs AK 99709	X	X	8-26-01
Peggy Sheek of	PO Box 71310, FBKs, AK 99707	X	Y	8/26/01
Shirley R. Arndt	PO Box 10721 FBKs, AK 99710	X	X	8/26/01
W. R. Arndt	PO Box 10505 FBKs AK 99710	X	X	8/26/01
Thomas A. Arndt	1132 Eastward Ln. FBKs AK 99712	X	X	8/26/01
Lena Johnson	1195 Lowellite Dr. FBKs AK 99712	X	X	8-26-01
Rosalia Stoddard	127 Concord Av. FBKs 99712	X	X	8/26/01
Betty J. Johnson	281 Hill Claim Ave. FBKs. 99712	X	X	8-26-01
(Arthur) Teber	144 Mt VW Dr. 99707			8-26-01
Sally R. Arndt	875 Gold Par Rd. ⁹⁹⁷¹²	X	X	8/28/01
Bonnie Roberts	916 Senate Loop	X	X	8/29/01
Sharon P. Lovell	583 Bullion Dr FBK AK 99712	X	X	8/29/01

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Name	Address	Voter	Tax Payer	Date
Bial	3428 Hurst Rd N. Pole AK 99701	X	X	8-27-01
Lynn Johnson	1018 Joyce Dr. FBKS AK	X	X	8-27-01
Diane Hansen	1067 Daisy Dr FBKS AK 99712	X	X	8-27-01
Mary Ann Adams	423 Farewell Ave FBKS AK 99701	X	X	8/27/01
Barbara Burch	891 Goldmine Tr.	X	X	8/27/01
Charles Wacker	1106 Joyce Dr Fairbanks AK	X	X	8/27/01
Charles Zupin	2271 Dawson Rd N. Pole 99705	X	X	8-30-01
Diana Zupin	2271 Dawson Rd N. Pole 99705	X	X	8-30-01
Allen L. Stevens	110 Amazon Ln Fairbanks, AK 99712	X	X	8-30-01
Laura Jolly Knappman	1280 Gilmore Tr FBKS 99712	X	X	8-30-01
Laura J. Knappman	1280 Gilmore Tr. FBKS 99712	X	X	8/30/01
W. C. Roberts	2921 Totem Dr. Fairbanks AK	X	X	8/30/01

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		X	X	
Patty White	727 Eberhardt rd	X	X	8/29/01
Bob Marok	735 Habbit Hill, Fbks. 99712	X	X	8/29/01
Carol Parker	1149 Southwood Ln. Fbks.	X	X	8-29-01
Frank Nye	524 3RD AVE FARR			8-29-01
Wes Parker	1049 Southwood LA Fbks, AK 99712	X	X	8/31/01
Theron Sulluck	3070 Dennis Rd ⁰⁴⁴ Fbks AK 99709	X	X	8/31/01
James Holzer	459 Wecorick Fbks AK 99712	X	X	8/31/01
John A. Stewart	956 High Grade Fbks AK 99712	X	X	8-31-01
Holly Stahl	4041 Mallard Way Fbks AK 99719	X	X	8-31-01
Pat Mack	307 Gold Colson Fairbanks AK 99712			8-31-01
Jacqueline Proroff	PO Box 10509 Fbks AK 99710			8-31-01
Denise S. Reed	291 Ester, AK 99725			8-31-01
Bob Hall	960 million Hillcrest Fairbanks, AK			8-31-01

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		X	X	
30 Dick	107 ... (A)	X	X	8-31-01
Tracy ...	4087 ... FBKS AK 99708	X	X	8-31-01
Ginger E. Meta	POB 456, Ester, AK	X	X	8-31-01
Grant A. ...	POB 10430 Fairbanks 99700	X		8-31-01
Julian Bevins	P.O. Box 80407 FBKS 99708	X	X	8/31/01
Rainie ...	POB 75151 FBKS 99707	X	X	9/2/01
Ken ...	1544 Holy Cross FBKS 99707	X	X	9/2/01
DAVID L. BARNES	POB 84256 FBKS 99708	X	X	9/2/01
Cyndi Barnes	P.O. Box 84256 FBK 99708	X	X	9-2-01
Nancy Gibson	1351 Little Fox Trl FBKS 99712	X	X	9-2-01
Donald C. Moore	1434 Michael Lane N. Pole 99705	X	X	9/2/01
Charles F. ...	1062 Steele Cir Road 99712	X	X	9-3-01
Paula ...	1089 Violet Dr 99717	X	X	9-3-01

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Name	Address	Voter Tax Payer		Date
		X	X	
Tim Romaine	3980 R Duntap Ave Fair 99709	X	X	9/6/01
Karen Bush	1215 Dolly Varden Fbks AK	X	X	9/6/01
Lisa Bondy	4440 Conard Ct Fbks AK 99112	X	X	9-6-01
Charlotta Bostrom	PO Box 75 Estes AK	X	X	9-7-01
Lee Cole	420 Eureka Fbks AK	X	X	9/7/01
Eric Brown	5579 KOALA WAY FBX AK	X	X	9/9/01
Lyndee Burt	203 Water Drive Fair AK	X	X	9/10
John Bent	203 State Drive Fairbanks, AK	X	X	9/18/01
Karen Jorgensen	900 Smythe Fair AK	X	X	9/12/01
Lara Bos	1618 Army Rd FBKS	X	X	9/15/01
Forest Selzer	Box 1010 Delta AK	X	X	9/15/01
David Buckell	PO Box 81672 Fbks AK	X	X	9/15/01
Chadwick Adams	1142 Propwash FBKS	X	X	9/15/01

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Name	Address	Voter	Tax Payer	Date
Margaret Johnson	BOX 81013 FBKS AK 99708	X	X	9-15-01
Melvin Hennrich	Box 82382 " " " " " "	X	X	9-15-01
Yvonne Taylor	PO Box 81587 " " 99708	X	X	9-15-01
Vasyl Kozlov	P.O. Box 83887 Fairbanks, 99708	X	X	9-15-01
Nancy Kourmal	PO Box 82779 FBKS 99708	X	X	9/15/01
Zina Kourmal	PO Box 82779 FBKS 99708			student 9/15/01
Dale A. Welby	11049 TAMARACK ST FBKS AK 99709	X		9-15-01
Kyle Welby	" " " " " "			9-15-01
Stella M. Bertines	1170 Sunflower Ln 99709	X	X	9-15-01
Dale D...	WFA Travers Cir. Mishawaka, IN 46595			9/15/01
Howard M...	109 New Rd, houses DE, 19958			9/15/01
Pauline M...	129 New Rd houses DE, 19958			9/15/01
Eric...	3850 Birch Ln Fairbanks AK 99709			9/15/01

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Susan Englebrect	218 Kody Fairbanks	X	X	8/28/01
Mari Jorgenson	1263 Nordin Rd Fbks	X	X	8/28/01
Aimee L. Clausen Gossett	3520 Steese Hwy, 99712	X	X	8/28/01
Marilyn Russell	221 Well St 99701	X	X	8-29-01
Barb Purcell	284 Cindy Dr. Fairbanks AK	X	X	9/18/01
Cheli Guzman	P.O. Box 10313 FBKS 99720	X	X	9/18/01
Anthony H Miller	P.O. Box 71503 FBKS AK 99707	X	X	9/18/01
Beatrice P. Miller	686 Steele Creek Rd FBKS AK 99712	X	X	9/18/01
Dorinda Henry	1612 - 17th Upper Fairbanks AK 99707	X	X	
Theresa D. Dantz	966 Castwood Lane Fairbank, Al. 99712	X	X	
Kesl Matson	999 EASTWOOD LN FBK, AK 99712	X	X	
Lisa Matson	999 Eastwood Ln FBK, AK 99712	X	X	
Reid Lyth	996 Eastwood Ln FBK, AK 99712	X	X	

To Rick K.

Petitions from

Barbara Dowdy

Fairbanks - Alaska

907-457-8880

Thank you.

Rec'd
10.31.01

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		X	X	

Ashly Waggoner	1250 Joyce Dr. 99701			10/30/01
Travis Astor	3087 Forrest dr. 99709			10/30/01
Anders Gillis	1403 Elliot Tr. 99709			10/30/01
Garrett Armstrong	3273 Rosie Creek Rd. 99709			10/30/01
Angela Churchwell	4870 Palo Verde Avenue 99709			10/30/01
Eli W James	3900 Mitchell Ave 99709			10/30/01
Ryan Daffy	2717 Fall Spruce			10/30/01
Wanda Aske	1405 Michaela Ct 99709			10/30/01
Katherine Pedgley	64 Steadland Rd 99709			10/30/01
Lindsay Kline	5150 Milkoot Dr. 99709			10/30/01
Mary Haas	3760 Rosie Creek Rd			10/30/01
	656 Fairbanks St A-3			10/30/01
Devon Johnson	525 Sprucewood Rd 99709			10/30/01

CC: All Comm. & Dir. of Transportation, Comm. Trans. & Infrastructure, Subcomm. Ground Transportation, Rep. Don Young, Gov. Tony Knowles, Lt. Gov. Fran Ulmer, Sen. Gene Therriault, and Rep. Hugh Fife

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Name	Address	Voter Tax Payer		Date
		X	X	
Rachelle Dowdy	PO BOX 478 99725	X	X	10.15.01
Meryl Reily	P.O. Box 22, Ester AK 99725		X	10/15/01
Ann Turner	3820 Ullrich Rd. 94707	X		11/1/01
Sandra Keith	PO Box 478 Ester, AK 99725	X	X	10/15/01
Nancy Bunkam	PO Box 330 Ester AK 99725	X	X	10/15/01
Mary Annhome	1210 Dolly Varden Dr Fairbanks AK 99709	X	X	10/17/01
Jane Grand	950 Cooper Ave. #23 Fairbanks AK 99701	X	X	11/23/01
Jack Myers	1627 27th Ave FBKS 99701	X	X	10-24-01
Aaron Malzahn	1326 Gray Fox Ct FBKS, 99712	X	X	10-24-01
Theresa E. H.	1113 EASTWOOD LN 99712	X	X	10-26-01
Jean A. Wough	PO Box 55053, North Pole, AK	X	X	10-11-01
John W. Wilson	3210 parks Hy #2 Fairbanks Ak			10-24-01
Christopher R. Blackburn	1761 Dulcimen Dr. Fairbanks - AK			10-24-01

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		X	X	
<u>Isakson, Jason</u>	<u>P.O. Box 84575 Fairbanks 99708</u>	<u>X</u>	<u>X</u>	<u>9/22/01</u>
<u>Ducky Walker</u>	<u>P.O. 58760 Fbks, AK 99701</u>	<u>X</u>	<u>X</u>	<u>9/24/01</u>
<u>W. E. Taylor</u>	<u>P.O. Box 89595 Fairbanks AK 99701</u>			<u>10/30/01</u>
<u>Brandon Barnes</u>	<u>1327 Garay St. Fairbanks, AK 99701</u>			<u>10/30/01</u>
<u>John Baker</u>	<u>P.O. Box 80123 Fbks, AK 99708</u>			<u>10/30/01</u>
<u>Barbara N. Pass</u>	<u>1150 Powell Dr. Fairbanks, AK 99712</u>			<u>10-30-01</u>
<u>Ryan Campbell</u>	<u>P.O. Box 82422 Fairbanks, AK 99708</u>			<u>10-30-01</u>
<u>Ashley McPherson</u>	<u>2210 Jack St F B K S , AK 99709</u>			<u>10-30-01</u>
<u>Kari Martin</u>	<u>P.O. Box 195 Ester, AK 99725</u>			<u>10-30-01</u>
<u>Chelene Hata</u>	<u>706 Dalton Tr. Fairbanks AK 99709</u>			<u>10-30-01</u>
<u>Sean Holden</u>	<u>P.O. Box 81201 Fbks AK 99708</u>			<u>10-30-01</u>
<u>Josephine Williams</u>	<u>P.O. Box 194 Ester AK 99725</u>			<u>10-30-01</u>
<u>M. D. A. H.</u>	<u>485 Marshall Dr. Fairbanks AK 99701</u>			<u>10/30/01</u>

CC: All Comm. & Dir. of Transportation, Comm. Trans. & Infrastructure, Subcomm. Ground Transportation, Rep. Don Young, Gov. Tony Knowles, Lt. Gov. Fran Ulmer, Sen. Gene Theriault, and Rep. Hugh Fife

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		X	X	

Jens Saakvitne 6760 Crooked Tree Circ Anch. 99507 ✓ ✓ 10/12/01

Sharon STASSNY 755 E. 110th Anch. 99516 ✓ ✓ 10/12/01

Kitty Mirer PO Box 111326 ALAK 99511 ✓ ✓ 10/12/01

Christine White 4607 E 7th Ave Anch AK 99508 ✓ ✓ 10-12-01

Marilyn Dumond 3116 Donnington Dr Anchorage, AK 99504 ✓ ✓ 10-12-01

Karen Purgand P.O. Box 234233 Anchorage, AK 99533 ✓ 10-12-01

Nancy Davis 6820 Round Tree Dr. Anch. AK 99507 ✓ ✓ 10/12/01

Monica Upton 19033 Whirlaway Eagleliner AK 99577 ✓ ✓ 10/12/01

Bruce Zelnick 10739 Stewart River Eagle River, AK 99577 ✓ 10/12/01

Katrina White P.O. 829 W 72nd Anch., AK 99518 ✓ ✓ 10/12/01

Krishna Jenson P.O. Box 58961 North Pole AK 99705 ✓ ✓ 10/12/01

DIANA WOODLOCK 237 ELLINGSON St F.B.I. AK 99701 ✓ ✓ 10/12/01

Celia E. Bates PO Box 84461 1200 Dolly Varden F.B.K.S., AK 99708 ✓ ✓ 10/12/01

Petition Roadside Memorials (2001)

Let it be known that the following persons support the continuance of traditional personalized roadside memorials.

These memorials are a tribute to the people in our community who lost their lives at those particular spots. Many of these deaths have been to drunken drivers. These memorials are one of the few deterrents the community has to drinking and driving, because they serve as a constant reminder of what can happen when one chooses to drink and drive.

The State of Alaska has decided that a generic sign would not be a distraction the way a more personalized cross or wreath is and the State would only charge the grieving families \$500.00 to leave the sign in place 2 years. This is unsatisfactory! People need to be allowed the personal freedom of decorating this hallowed ground to suit their own religious freedoms (cross, flowers, statue, etc.).

We therefore request that the State of Alaska, Governor's Office, and Dept. of Transportation all agree that the roadside memorials can remain.

Name	Address	Volter	Tax Payer	Date
		X	X	
Alison Holt	1170 Sundance loop Fox 99709	X	X	9/1/01
Stan Schwafel	465 Goldstreak Rd. Fairbanks 99712	\	x	11/21/01
David Spungala David Szumigala	211 Hawk Rd, Fairbanks, AK 99712	x	✓	10/1/01
Betty Klayes Patty Hbyas	971 Gold Mine Tr. Fbks 99712	X	X	10/28/01
Alan M. Ambruster	1637 Willow St Fairbanks 99709	X	X	10/15/01
Jane Wheeler	Box 70171 - FBKS 99707	X	✓	10/28/01
Sarah C. Hanson	PO Box 10944 FBKS AK 99710	x	x	10/28/01
Leanne Johnson	2006 Southern Avenue Fbks 99709	x	x	10/28/01
Wynola Passenti	1399 Dolly Varden Ln. - Fbks 99709	x	x	10/28/01
Barbara McKindy	P.O. Box 58700 FBKS 99711	x	x	10/28/01
Oliver Montminy	P.O. Box 55514 North Pole 99705	x	x	11/25/01
Micheline Ellis	94 Goswold Avenue #12	X		10/28/01
Sarah Atkins	201 Kody Dr. Fbks, AK			10/28/01

Petition Roadside Memorials (2001)

Let it be known that the following persons support the continuance of traditional personalized roadside memorials.

These memorials are a tribute to the people in our community who lost their lives at those particular spots. Many of these deaths have been to drunken drivers. These memorials are one of the few deterrents the community has to drinking and driving, because they serve as a constant reminder of what can happen when one chooses to drink and drive.

The State of Alaska has decided that a generic sign would not be a distraction the way a more personalized cross or wreath is and the State would only charge the grieving families \$500.00 to leave the sign in place 2 years. This is unsatisfactory! People need to be allowed the personal freedom of decorating this hallowed ground to suit their own religious freedoms (cross, flowers, statue, etc.).

We therefore request that the State of Alaska, Governor's Office, and Dept. of Transportation all agree that the roadside memorials can remain.

Name	Address	Voter	Tax Payer	Date
		X	X	
Ray MAUPIN	961 GOLDMINE TRAIL FAIRBANKS, 99712	✓	✓	7-1-01
RAMONA BERRY	957 VAIL VIEW DR. FAIRBANKS AK	99712		9-1-01
Pam Harrison	957 Vail View Dr. FBKS, AK	99712		9-2-01
Noel Robinson	1241 Joyce Dr. FBKS 99701	X	X	9-16-01
Lou Kersey	P.O. Box 10680 Fairbanks AK 99710	X	X	10-1-01
Wendy (Patricia)	1067 W. Chena River Dr.	X	X	10-6-01
Michelle Schruf	706 Hillcrest Dr., Fairbanks 99712	X	X	10/12/01
Monica Reed	516 Junction Ave. Fairbanks 99701	X	X	10-13-01
Elaine Johnston	4089 Stillwater Ct 99709	X	X	10-14-01
Barbara Schruf	706 Hillcrest Dr. Fairbanks 99712	X	X	10-15-01
Aileen Cole	827 Goldmine Tr. Fairbanks 99712	X	X	10-17-01
Brianna Marcik	735 Hobbit Hill Dr. Fairbanks 99712	X	X	10-18-01
Rebecca Koop	196 Kodu Dr. Fairbanks 99712	X	X	10-21-01
Cassandra White	469 Snowy Owl Ln Fairbanks 99712	X	X	10-31-01

Petition Roadside Memorials (2001)

Let it be known that the following persons support the continuance of traditional personalized roadside memorials.

These memorials are a tribute to the people in our community who lost their lives at those particular spots. Many of these deaths have been to drunken drivers. These memorials are one of the few deterrents the community has to drinking and driving, because they serve as a constant reminder of what can happen when one chooses to drink and drive. The families and friends of these victims have very little rights and now one of their few solaces is being threatened with removal.

The State of Alaska, in its infinite wisdom, has decided that a generic sign would not be a distraction the way a more personalized cross or wreath is, and in its benevolence, the State would only charge the grieving families \$500.00 to leave the sign in place a mere 2 years. This is unsatisfactory! These families need the solace that this memorial brings. People need to be allowed the personal freedom of decorating this hallowed ground to suit their own religious freedoms (cross, flowers, statue, etc.).

We therefore request that the State of Alaska, Governor's Office, and Dept. of Transportation all agree that the roadside memorials can remain.

Name	Address	Voter	Tax Payer	Date
Lynn Hoffman	1182 Crown Rd	X	X	10/25/01
Kim Verabee	1990 Weston Dr. Fbks	X	X	10/25/01
MARCIA MARTIN	4463 Dartmouth Rd. 99709	X	X	10-26-01
Jana Hyatt	375 Hagelbarger Ave ⁹⁹⁷¹²	X	X	10/26/01
Linda L. Pearson	3252 Helen Pl. Fbx 99723	X	X	10/26/01
Peter J. Juncos	PO Box 84262 Fbks, AK 99708	X	X	10/26/01
Tommy Strang	PO Box 55582 North Pole, AK	X	X	10/27/01
Wayne ...	PO Box 10101 Fbks AK	X	X	10/29/01
Deb Mullen	1254 Skyline Dr. Fbks AK	X	X	10/29/01
Jane Anderson	3200 Craft Rd Fbks AK	X	X	10/29/01
Roberta Mohatt	1625 Hans Way Fbks	X	X	10-29-01

Petition Roadside Memorials (2001)

Let it be known that the following persons support the continuance of traditional-personalized roadside memorials.

These memorials are a tribute to the people in our community who lost their lives at those particular spots. Many of these deaths have been to drunken drivers. These memorials are one of the few deterrents the community has to drinking and driving, because they serve as a constant reminder of what can happen when one chooses to drink and drive.

The State of Alaska has decided that a generic sign would not be a distraction the way a more personalized cross or wreath is and the State would only charge the grieving families \$500.00 to leave the sign in place 2 years. This is unsatisfactory! People need to be allowed the personal freedom of decorating this hallowed ground to suit their own religious freedoms (cross, flowers, statue, etc.).

We therefore request that the State of Alaska, Governor's Office, and Dept. of Transportation all agree that the roadside memorials can remain.

Name	Address	Voter	Tax Payer	Date
Michael Jackson	P.O. box 81393	X	X	10/30/01
Riley Z. Witte	P.O. Box 60393	X	X	10/25/01
Kim Akhio	480 Halverson Rd, FBKS, AK 99701	X	X	11/1/01
Kim Pagan	605 Cranberry Rd. Dr. FBKS AK 99712	X	X	10/20/01
Linnea Johansen	1887 Arctic Loop Circle, FBKS AK 99709	X	X	10/20/01
Hein Grubb	670 Finsbury Ct. FBKS AK 99701	X	X	11/1/01
Micha Claypole	Box 60223	X	X	10/30/01
Shawn Brown	Hilton Ave. 1475 apt. 1 P.O. Box 83167	X	X	10/30/01
Dean Wheeler	1301 Benbridge Blvd. Fairbanks, AK	X	X	10/20/01
Alex Mohrmann	870 Chena Ridge Rd. Fairbanks AK	X	X	10/30/01

CC: All Comm. & Dir. of Transportation, Comm. Trans. & Infrastructure, Subcomm. Ground Transportation, Rep. Don Young, Gov. Tony Knowles, Lt. Gov. Fran Ulmer, Sen. Gene Theriault, and Rep. Hugh Fife

Jay Sims - Wims 10/30/01

Jakob Johnson 1412 McFarland St. 10-30-01

Russell Peterer 4320 Peartree loop 10-30-01

Dominik Healey 1245 Sutton loop 10-30-01

Thomas Wilson 3210 Parkes HY Apt. 2 10-30-01

Emily [unclear] 1110 Red Ridge Rd. 10-30-01

Wyatt Wilson 9966 Guinevere Place 10-30-01

Kristin Johnson - 4c Steelhead - 10-30-01

MEMORANDUM**State of Alaska**Department of Transportation & Public Facilities
Office of the Commissioner

TO: Distribution

DATE: August 31, 1999


RECEIVED

AUG 31 1999

TELEPHONE NO: 465-3908

FAX NUMBER: 586-8365

TEXT TELEPHONE: 465-3652

Stwd. Design & Eng. Svcs
Director's OfficeFROM:  Joseph L. Perkins, P.E.
Commissioner

SUBJECT: FHWA Oversight Agreement

The Transportation Equity Act for the 21st Century (TEA-21) has changed the provisions of the United States Code that address the stewardship of Federal-aid highway projects. TEA-21 eliminated Section 117 of Title 23, Certification Acceptance, by replacing it in entirety with another subject. Section 1305 of the TEA-21 amends Section 106 of Title 23, Project Approval and Oversight, to include revised provisions for oversight of Federal-aid highway projects. The amended Section 106 requires that the Federal Highway Administration (FHWA) and the State enter into a new agreement relating to the extent to which the State will assume the responsibilities of the FHWA. The agreement applies to the oversight of projects during design and construction. I have attached for your information and use a fully executed copy of this new agreement, the "Federal-aid Project Oversight Responsibility Agreement."

The Design and Construction Standards staff working under my guidance negotiated this agreement. The agreement goes beyond Certification Acceptance in establishing the Alaska Department of Transportation and Public Facilities as the responsible party for the stewardship of Federal-aid highway projects. With only a few exceptions, the Department has agreed to be responsible for the stewardship of projects to the fullest extent allowable under the U.S. Code.

The agreement included a requirement that the Department develop procedures to implement the responsibilities of the agreement. Those policies, procedures and manuals are initially the same as under Certification Acceptance, and will continue to be developed by the D&C Standards section. The exception is the financial provisions that are developed by the Statewide Planning and Administrative Services Divisions. The attached matrix of responsibilities may be amended as needed and agreed to by FHWA.

Please distribute this agreement to your staff and ensure that they follow the provisions of the agreement and the accompanying supporting documents.

Attachment

cc: Div MARS
9/1/99 ✓

Distribution

Page 2

August 31, 1999

Distribution: Bo Brownfield, Deputy Commissioner, Operations
Kurt Parkan, Deputy Commissioner, Administration
John Horn, Central Regional Director
Tony Johansen, Northern Regional Director
Bob Martin, Southeast Regional Director
Bob Doll, Manager, Ferry Operations
Paul Bowers, Director, Stwd. Aviation
Tom Brigham, Director, Stwd. Planning
Mike Downing, Director, Stwd. Design & Engineering Services
Nancy Slagle, Director, Stwd. Administrative Services
Aves Thompson, Director, Measurement Stnds. & Commercial Vehicle Enforcement
Mort Plumb, Director, Anchorage Int'l Airport
Doyle Ruff, Manager, Fairbanks Int'l Airport
Bill O'Leary, ALAS Controller
Mark O'Brien, Chief Contracts Officer

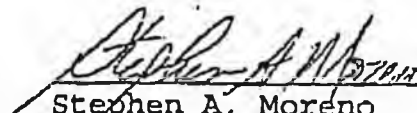
cc: Stephen A. Moreno, Alaska Division Administrator, FHWA

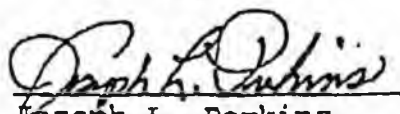
FEDERAL-AID PROJECT OVERSIGHT RESPONSIBILITY AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND
THE ALASKA DEPARTMENT OF TRANSPORTATION AND
PUBLIC FACILITIES (ADOT&PF)

Section 106 of Title 23, United States Code was amended by the Transportation Equity Act for the 21st Century (TEA-21), Section 1305, Project Approval and Oversight. Amended Section 106 requires that the FHWA and the State shall enter into an agreement documenting those projects for which the State will assume the responsibilities of the FHWA. This agreement, will replace Certification Acceptance and Exempt project procedures which were eliminated by the enactment of TEA-21.

For all projects that are eligible for Federal-aid, including projects on the National Highway System and projects not on the National Highway System, the ADOT&PF will assume the responsibilities of the FHWA under Title 23 for design, plans, specifications, estimates, right-of-way certification statements (part of PS&E), contract awards, and inspections/final acceptance of projects. This responsibility does not extend to other Federal actions required outside of Title 23 (for example NEPA). Further, the general requirements of Title 23, such as metropolitan and statewide planning, procurement of services or contracts, disadvantaged business enterprises, wage rates, etc., continue to apply to projects where the ADOT&PF has assumed the responsibilities noted.

The ADOT&PF shall develop procedures to implement responsibilities under this agreement. This agreement is effective from the date of signature and may be modified, if agreed to by both parties, as the need arises.

 Date 8/22/99
Stephen A. Moreno
FHWA
Division Administrator

 Date 8/24/99
Joseph L. Perkins
ADOT&PF
Commissioner

FHWA - State of Alaska DOT&PF Project Oversight Agreement

Category	Activity/Item	NHS Projects		Non-NHS Projects	
		ADOT&PF Action	FHWA Action	AKDOT&PF Action	FHWA Action
Safety	Proposed HSIP Project List	Prepare	Approve	Prepare	Approve
	HSIP Annual Report	Prepare	Approve	Prepare	Approve
	Annual Work Zone Traffic Control Report	Prepare	Approve	Prepare	Approve
	Annual Work Zone Accident Report	Prepare	Approve	Prepare	Approve
	Alaska Traffic Manual Supplement and updates	Prepare	Approve	Prepare	Approve
	Alaska Sign Design Specifications and updates	Prepare	Approve	Prepare	Approve
	ITS projects (regional architecture compatibility)	Prepare	Approve	Prepare	Approve
Finance	Financial Submittals (PR 37)	Prepare	Approve	Prepare	Approve
	Financial Procedures	Prepare	Approve	Prepare	Approve
	State Infrastructure Bank Reports	Prepare	Information	Prepare	
	ATP	Prepare	Approve	Prepare	Approve
Data	Bid Price Data form FHWA A-45, NHS Projects > \$500,000	Prepare	Information		
Environment	Programmatic Categorical Exclusion	Prepare, Approve	Concur	Prepare, Approve	Concur
	Documented Categorical Exclusion	Prepare	Approve	Prepare	Approve
	Environmental Assessment	Prepare	Approve	Prepare	Approve
	Finding of no Significant Impact (FONSI)	Prepare	Approve	Prepare	Approve
	Environmental Impact Statement	Prepare	Approve	Prepare	Approve
	Record of Decision	Prepare	Approve	Prepare	Approve
	Reassessment of Previous Determination	Prepare	Approve	Prepare	Approve
Environmental Procedures Manual and updates	Prepare	Approve	Prepare	Approve	
Right of Way	Non Highway use of R-O-W/Leases	Prepare	Approve	Prepare	Approve
	Disposal of R-O-W	Prepare, Approve	Information	Prepare, Approve	Information
	Disposal of access control	Prepare	Approve	Prepare	Approve
	Hardship and Protective Buying	Prepare	Approve	Prepare	Approve
	R-O-W Manual and Updates	Prepare	Approve	Prepare	Approve
	Use of Right of Entry to obtain possession	Prepare, Approve	Information	Prepare, Approve	Information
	Annual R-O-W Acquisition and Relocation Statistics Report	Prepare	Information	Prepare	Information
	R-O-W Plans	Prepare, Approve	Information	Prepare, Approve	Information
	R-O-W Certification	Prepare, Approve	Information	Prepare, Approve	Information
Use of fee negotiators/fee attorneys	Prepare, Approve		Prepare, Approve		

Category	Activity/Item	NHS Projects		Non-NHS Projects	
		AKDOT&PF Action	FHWA Action	AKDOT&PF Action	FHWA Action
Design	New/revised standard drawings/specifications	Prepare	Approve	Prepare, Approve	Information
	SEP 14 Experimental Features work plan	Prepare	Approve	Prepare	Approve
	Waiver of Buy America Steel	Prepare	Approve	Prepare	Approve
	Preconstruction Manual and updates	Prepare	Approve	Prepare, Approve	Information
	Design Project Status Report	Prepare	Information	Prepare	Information
	Draft Design Study Report	Prepare		Prepare	
	Design Study Report	Prepare, Approve	Information	Prepare, Approve	
	Design Exceptions	Prepare, Approve	Information	Prepare, Approve	
	Hydraulics Manual and updates	Prepare	Approve	Prepare, Approve	Information
	Bid Tabs	Prepare, Approve	Information	Prepare, Approve	
	Public Interest Finding	Prepare, Approve	Information	Prepare, Approve	
	PS&E Review Assembly	Prepare		Prepare	
	Authority to Advertise memorandum	Prepare, Approve		Prepare, Approve	
	Professional Services Agreement	Prepare, Approve		Prepare, Approve	
	Geotechnical Manual and updates	Prepare	Approve	Prepare, Approve	Information
	Geotechnical Reports	Prepare, Approve		Prepare, Approve	
	Local review plans	Prepare		Prepare	
	"Plans-In-Hand" review plans	Prepare		Prepare	
	Utility Agreements	Prepare, Approve		Prepare, Approve	
	Addendum to Contract Documents	Prepare, Approve		Prepare, Approve	
Utility Certification	Prepare, Approve		Prepare, Approve		
Professional Services Agreement Procedures and updates	Prepare, Approve	Information	Prepare, Approve	Information	
Design/Build projects	Prepare	Approve	Prepare	Approve	
Toll Facilities/agreements	Prepare	Approve	Prepare	Approve	
Major Structures and Tunnels	Prepare, Approve	Information	Prepare, Approve	Information	
Life Cycle Cost Analysis and Value Engineering	Prepare	Information	Prepare		
Reimbursement for State Furnished Materials	Prepare	Approve	Prepare	Approve	
Utilities Manual and updates	Prepare	Approve	Prepare, Approve	Information	
Construction	Confirmed Contract and FHWA certifications checklist	Prepare, Approve	Information	Prepare, Approve	Information
	Request for concurrence in contract award	Prepare, Approve		Prepare, Approve	
	Supplemental Agreements	Prepare	Approve	Prepare	Approve
	Form FHWA 1446C	Prepare, Approve	Information	Prepare, Approve	Information
	Construction Manual and updates	Prepare	Approve	Prepare, Approve	Information
	Construction Project Status Reports	Prepare	Information	Prepare	Information
	Statement of Materials and Labor, form FHWA-47, NHS > \$1,000,000	Prepare	Information		

Category	Activity/Item	NHS Projects		Non-NHS Projects	
		AKDOT&PF Action	FHWA Action	AKDOT&PF Action	FHWA Action
	Final Estimate Assembly, project history (full package)	Prepare, Approve	Information	Prepare, Approve	
	Internal memorandum (AKDOT&PF)	Prepare, Approve		Prepare, Approve	
	Directive	Prepare, Approve		Prepare, Approve	
	Biweekly Report	Prepare		Prepare	
	Project Construction Report	Prepare	Information	Prepare	
	Progress Estimate	Prepare		Prepare	
	Letter of Intent to Award	Prepare, Approve		Prepare, Approve	
	Letter of Award	Prepare, Approve	Information	Prepare, Approve	
	Designation Letters	Prepare, Approve		Prepare, Approve	
	Subcontract Approvals	Prepare, Approve		Prepare, Approve	
	Change Orders	Prepare, Approve		Prepare, Approve	
	Interim Work Authorizations	Prepare, Approve		Prepare, Approve	
	Letter of Project Completion	Prepare, Approve	Information	Prepare, Approve	Information
	Materials Certification for NHS projects	Prepare, Approve	Information		
	Alaska Test Methods and updates	Prepare	Approve	Prepare, Approve	Information

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB127
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title An Act allowing certain roadside memorials to BRU Design and Engineering Services
be placed in the right-of-way of a state highway Component Norther Region D&ES
 Sponsor Whitaker
 Requester HTRA Component No. 2299

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

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

Estimate of any current year (FY2003) cost: 0.0
 Mark this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Dennis R. Poshard Phone 465-3900
 Division: Special Assistant to Commissioner Date/Time 3/6/03 8:59 AM
 Approved by: Commissioner Mike Barton Date 3/6/2003
 Agency: Alaska Department of Transportation and Public Facilities

HB

147

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HOUSE TRANSPORTATION COMMITTEE
 STATE CAPITOL, ROOM 17
 465-4858

COMMITTEE MEMBERS

Rep. Jim Holm
 Co-Chair
 Room 110
 465-3466

Rep. Beverly Masek
 Co-Chair
 Room 403
 465-2679

Rep. Hugh Fate
 Room 128
 465-4976

Rep. Cheryl Heinze
 Room 416
 465-4930

Rep. Mary Kapsner
 Room 424
 465-4942

Rep. Vic Kohring
 Room 24
 465-2186

Rep. Albert Kookesh
 Room 114
 465-3473

March 18, 2003

Whereas on March 11, 2003, our committee heard HB 147, "THE WILLIAM RANSOM WOOD CENTENNIAL BRIDGE IN FAIRBANKS." and unanimously moved it from our committee, and

Whereas SB 77, the identical companion Senate bill, has passed the Senate and is now assigned to our House Transportation Committee,

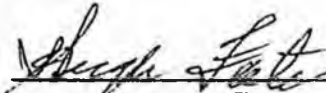
We therefore request that SB 77 be waived from the House Transportation Committee.



 Co-Chair Holm

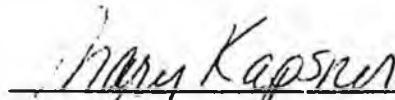


 Co-Chair Masek



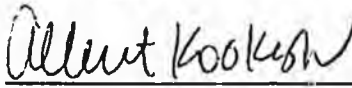
 Representative Fate

 Representative Heinze



 Representative Kapsner

 Representative Kohring



 Representative Kookesh

LEGAL SERVICES

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

7 (907) 465-3867 or 465-2450
FAX (907) 465-2029
Mail Stop 3101

State Capitol
Juneau, Alaska 99801-1112
Deliveries to: 129 6th St., Rm. 329

MEMORANDUM

March 13, 2003

SUBJECT: Referral of measure, waiver by committee
(Uniform Rules 24(b) and 39(b))

TO: Senator Gary Wilken
Attn: Sheila Peterson

FROM: Tamara Brandt Cook
Director of Legal Services

You have asked whether a hearing must be held on a bill before it is calendared. The Uniform Rules prescribe the procedure to be followed in consideration of a bill. Under Rule 39(b) a bill is read in first reading and then referred by the presiding officer to at least one committee. There is no explicit requirement that a bill be heard by a committee, although this seems implicit in the requirement of referral. However, note also that under Rule 48(d) a bill may be discharged from committee upon motion by any member "at any time." Clearly, a bill might be discharged before any hearing is had under this Rule, so it would be incorrect to read the referral requirement of Rule 39(b) as also requiring, by implication, a hearing in committee.

Waiver of a bill from committee by the chair is not actually addressed in the Uniform Rules, but it has the same end result as a motion to discharge. Thus, a motion to waive a bill from committee is perfectly proper under Rule 48(d) and has been frequently used. If a bill receives only one committee referral and if the chair waives that referral, then the bill could go directly to the Rules Committee for calendaring.

The question of whether a bill should be heard before calendaring is a matter of judgment. Depending upon the circumstances, the body may conclude that the policy issues contained in a particular bill have been adequately aired. If a member believes that a bill should be heard rather than having the committee referral waived, an objection may be made to the waiver motion. In addition, the body itself may add referrals to a bill by majority vote of the full membership. However, there have been many cases in the past, particularly if a committee has already held hearings on an identical companion bill, when the House or Senate has acquiesced to waiver of a bill and acted upon it without a committee hearing.

You also ask about possible application of the requirement that a bill receive at least one "do pass" before it may automatically go to the Rules Committee for calendaring. That requirement is found in Uniform Rule 24(b) which states:

Senator Gary Wilken

March 13, 2003

Page 2

RULE 24. Committee Referral and Action. (b) When a bill is reported back by a committee without at least one "Do Pass", unless the bill has a subsequent referral or referrals of record, the presiding officer shall put the question "Shall the bill be referred to the Rules Committee for placement on the calendar for second reading notwithstanding the report of the committee(s)?" If the bill has a subsequent referral or referrals of record, the question shall not be put until the last committee has reported and unless all reports are without at least one "Do Pass". The question is debatable and if a majority of the membership of the house votes in the negative, the bill is lost.

Note that application of this subsection is avoided when all committees of referral waive the bill, and, therefore, never report the bill out.

TBC:med
03-300.med

STATE OF ALASKA



Interim:

119 North Cushman, Rm. 205
Fairbanks, Alaska 99701
(907) 456-7423
Fax: (907) 451-9293

Session:

State Capitol Building
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REPRESENTATIVE JIM HOLM DISTRICT 9

House Bill 147 will name the Fairbanks Riverwalk Centennial Bridge in honor of Dr. William Ransom Wood.

In 1973, Dr. Wood retired as the President of the University of Alaska after thirteen years of service. One of two University of Alaska presidents who decided to stay in state, Dr. Wood opened an office in Fairbanks where international, state, local, and academic ideas and plans were given birth and manifested as parks, plazas, hospitals, and industrial and agricultural growth.

It is important to remember that Dr. Wood was not only an educator, but also a poet, a thinker, an advocate for economic development, and an advocate for individual responsibility and self-reliance. He also understood the requisite relationship between successful self-reliant individuals and a robust, prosperous community.

Dr. Wood inspired thousands of individuals around the world through his deeds and dedication for this place we call home. He also leaves a legacy of Alaskans and Fairbanksans who consider him a regional and local hero. This from a man who asked no more of life than to leave his community and state a little better than he found it. At that he succeeded.

As the executive director of Festival Fairbanks, he desired to commemorate the centennial of Fairbanks with a pedestrian bridge crossing the Chena River. By naming that bridge the William Ransom Wood Centennial Bridge, we will hopefully inspire future generations of Alaskans to ponder and aspire to Dr. Wood's simple yet magnificent legacy; to ask nothing more of life than to leave our state, our home, just a little better than we found it.

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WILLIAM RANSOM WOOD

William Ransom Wood was born near Jacksonville, Illinois, on February 3, 1907. He earned his master's and doctoral degrees in English from the University of Iowa. He served in the United States Navy from 1943 to 1946. After active duty in World War II he returned to Evanston, Illinois, where he served as a college director and school superintendent. During the fifties he worked with the United States Office of Education as an education specialist until his selection as vice president at the University of Nevada. He and his family came to Alaska in 1960 when he was named the fourth President of the University of Alaska. He retired in 1973.

For the past twenty-seven years, the author has spearheaded a multitude of projects designed to improve the quality of life in the Interior as well as foster greater understanding about Alaska and its people. Through Festival Fairbanks, a non-profit organization he created in 1982, the author has orchestrated conferences, beautification efforts, books, meetings with foreign dignitaries and much more—all with an eye on positioning the Interior and Alaska in today's international market. He is a proponent of Alaskan agriculture and mining, a champion for higher education and a supporter of the arts, athletics and numerous charities. He continues to write a regular column for the Fairbanks Daily News-Miner. In the last seven years since *Legacy of Dreams* was published, he has been recognized by many organizations. He was named to the Illinois College Athletic Hall of Fame in 1993, and presented that same year the sesquicentennial address of the Sigma Pi Literary Society of Illinois College. In 1996 he was named

laureate of the Alaska Business Hall of Fame and a Fellow of the Arctic Institute of North America. Most recently the Rotary International Board of Directors awarded him Rotary's highest honor, "The Service Above Self" Award; and the Chapel of the Four Chaplains gave him a Legion of Honor Lifetime Achievement Award. He serves the Alaska American Cancer Society, Alaska Council of the Boy Scouts of America and continues to be an active member of the Greater Fairbanks Chamber of Commerce and the Fairbanks Rotary Club.

This teacher, coach, poet, university president, mayor, nonprofit executive and citizen volunteer still calls Fairbanks, Alaska home—the land of the midnight sun, northern lights and magnificent people.

The Alaskan Life of William R. Wood

- ✓ University of Alaska President - 1960-1973
- ✓ Mayor of Fairbanks - 1978-1980
- ✓ Founder of Fairbanks Industrial Development Corporation
- ✓ First Chairman of the Greater Fairbanks Community Hospital Foundation - 1967
- ✓ Airport Community Council Charter Member
- ✓ Co-Founder Alaska Science and Technology Foundation
- ✓ Founder of Festival Fairbanks whose mission is to support community projects.
- ✓ Festival Fairbanks Executive Director (a non-monetary position) from its inception in 1981 - 2001.
- ✓ Visionary & Creator of Golden Heart Plaza - 1984
- ✓ Opinion columnist for Fairbanks Daily News-Miner - 1981-2001
- ✓ 1985 Alaskan of the Year
- ✓ Rotary District 5010 (Yukon, Alaska, Eastern Russia) Governor - 1985-1986
- ✓ Rotary Service Above Self International Award - 2000
- ✓ Established Wood Nanook Varsity Talent Search and Grant Endowment with the University of Alaska Fairbanks - 1998
- ✓ Published a trilogy of poetry - *Not From Stone* (1983), *Legacy of Dreams* (1993), and *Nanook* (2000)