

HOUSE BILL NO. 298

IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FIFTH LEGISLATURE - SECOND SESSION

BY REPRESENTATIVES JOHANSEN, Wilson, Doll

Introduced: 1/15/08

Referred: Transportation, Finance

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to long-range plans for the Alaska marine highway system; and**
2 **providing for an effective date."**

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

4 * **Section 1.** The uncodified law of the State of Alaska is amended by adding a new section
5 to read:

6 **LEGISLATIVE FINDINGS.** The legislature finds that

7 (1) the long-range planning for the Alaska marine highway system and short-
8 range planning carried on through the annual operating budget process complement each
9 other, and the annual operating budget submitted to the legislature by the governor must be
10 considered in light of the long-range plans and goals of the state for the Alaska marine
11 highway system;

12 (2) the effectiveness of short-range planning carried on through the annual
13 operating budget as budget process cannot be measured without an awareness of long-range
14 plans and goals; and

1 (3) efficient management of the Alaska marine highway system requires that
2 the planning and fiscal activities of the Alaska marine highway system be reported annually in
3 a unified report.

4 * **Sec. 2.** AS 19.65.011 is repealed and reenacted to read:

5 **Sec. 19.65.011. Comprehensive long-range capital improvement plans.** (a)

6 The Department of Transportation and Public Facilities shall develop and prepare a
7 14-year comprehensive long-range capital improvement plan for the development and
8 improvement of the Alaska marine highway system and shall revise and update each
9 plan at least every five years. The department shall submit the plan and the plan
10 revisions and updates to the legislature.

11 (b) The comprehensive long-range capital improvement plan must include the
12 following:

13 (1) for each vessel that is a part of the Alaska marine highway system,

14 (A) a description of the vessel and the age of the vessel;

15 (B) the amount of funds expended in the last 10 years to
16 maintain or improve the vessel;

17 (C) the amount of funds the department estimates will be
18 required to maintain or improve the vessel during the next 10 years;

19 (D) the department's estimates of the latest year that the vessel
20 will be able to continue operations without major alterations or retrofitting to
21 meet safety codes;

22 (E) an evaluation by the department of whether a replacement
23 vessel is needed;

24 (F) if a replacement vessel is considered necessary,

25 (i) the type and cost of the replacement vessel
26 recommended by the department;

27 (ii) the date by which construction of the replacement
28 vessel must begin to be completed by the date needed for replacement;

29 (iii) the fund sources and amounts available to the
30 department to fund the cost of the replacement vessel;

31 (2) a description of all fund amounts and fund sources appropriated to

1 the department by the state legislature or received directly from the federal
2 government that were available for the purchase of new vessels over the past 10 years
3 and a description of how the funds were spent;

4 (3) a description of all fund amounts and fund sources that could be
5 used to purchase new vessels and are expected to be received from any source for the
6 next 10 years;

7 (4) an evaluation by the department of the most cost-effective road or
8 terminal improvements that could be undertaken by the state to reduce the operating
9 costs of the Alaska marine highway system;

10 (5) an identification of the challenges in each ferry system route
11 between two ferry terminals based on the number of passengers, fare amounts, vessel
12 used on the route, and terminal constraints;

13 (6) an identification of the possible scenarios for service for each ferry
14 system route between two ferry terminals and an evaluation of each scenario based on
15 operational feasibility, effects on the level of service, customer convenience, financial
16 effects, and implications for capital investments in vessels and terminals;

17 (7) an identification of the preferred scenario for services for each
18 route between two ferry terminals; and

19 (8) an overview of all preferred scenarios and an evaluation of each
20 preferred scenario in relation to the entire system.

21 * **Sec. 3.** The uncodified law of the State of Alaska is amended by adding a new section to
22 read:

23 **TRANSITION.** The Department of Transportation and Public Facilities shall submit to
24 the legislature and make available to the public the first 14-year comprehensive long-range
25 capital improvement plan prepared under AS 19.65.011, as repealed and reenacted by sec. 2
26 of this Act, by October 15, 2008.

27 * **Sec. 4.** This Act takes effect immediately under AS 01.10.070(c).