

H B

R O I

Introduced: 2/15/85
Referred: Transportation and Finance

<u>Funding Information</u>	
General Fund	\$22,000
Other Funds	-0-
	<u>\$22,000</u>

1 IN THE HOUSE

BY TAYLOR AND SUND

2

HOUSE BILL NO. 201

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FOURTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act making a special appropriation to the Department of Transportation and Public Facilities to provide weekly summer Marine Highway service to Hyder; and providing for an effective date."

7

8

9

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

11 * Section 1. The sum of \$22,000 is appropriated from the general fund
12 to the Department of Transportation and Public Facilities for expenses
13 incurred in providing weekly summer Marine Highway service to Hyder for the
14 fiscal year ending June 30, 1986.

15 * Sec. 2. This Act takes effect July 1, 1985.

Voting "Yes": Troll
Cruise
King
McCarty
Steward
Hansen
Bartholomew
Voting "No": None
Absent: None
4 votes required for passage
Effective date: 2/19/85

K E T C H I K A N G A T E W A Y B O R O U G H

Resolution No. 612

A RESOLUTION OF THE ASSEMBLY OF THE
KETCHIKAN GATEWAY BOROUGH, ALASKA,
ENDORING IMPLEMENTATION OF ALASKA
MARINE HIGHWAY SERVICE BETWEEN
KETCHIKAN AND HYDER, ALASKA

R E C I T A L S

A. The Southeastern Alaska Transportation Plan published by the Alaska Department of Transportation in June 1980 recommends that ferry service be introduced to Hyder Alaska in 1985.

B. The Governor's Alaska Marine Highway Task Force determined that ferry service between Ketchikan and Hyder would be economically viable and recommended that service commence in 1986. The Task Force projects that the proposed route would generate capacity passenger and vehicle loads in both directions which would increase revenues to the State of Alaska.

C. The 141 miles of paved highway from Hyder, Alaska connects with B.C. Highway 16 in Terrace, B.C. and provides a shorter highway route to the lower 48 states than is currently available from Prince Rupert.

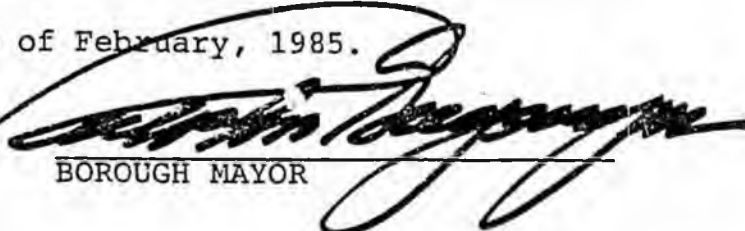
NOW, THEREFORE, IT IS RESOLVED BY THE ASSEMBLY OF THE KETCHIKAN GATEWAY BOROUGH, ALASKA, as follows:

Section 1. The Ketchikan Gateway Borough Assembly endorses implementation of Alaska Marine Highway service between Ketchikan and Hyder, Alaska and urges the State of Alaska to provide such service as soon as possible.

Section 2. The Borough Clerk is directed to send a copy of this resolution to Deputy Commissioner Camp, DOT/PF, Marine Highway System.

Section 3. This resolution is effective upon adoption.

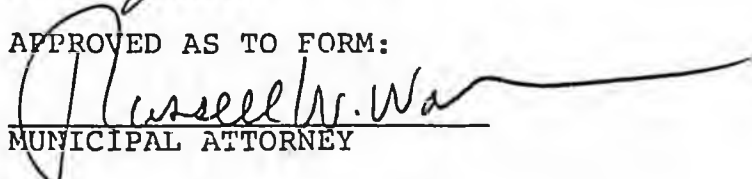
ADOPTED this 19th day of February, 1985.


BOROUGH MAYOR

ATTEST:


BOROUGH CLERK

APPROVED AS TO FORM:


MUNICIPAL ATTORNEY

STATE OF ALASKA 1985 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST

Bill/Resolution No.: HB 201
 Title: An act making appropriation to
 DOT&PF to provide weekly summer Marine Highway service
 to Hyder.
 Sponsor: Taylor & Sund
 Requestor: _____
 Date of Request: _____

FISCAL DETAIL

Agency Affected: DOT&PF
 Program Category Affected: Transportation
 BRU, Program or Subprogram(s) Affected:
Alaska Marine Highway System

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
OPERATING		-0-	-0-	-0-	-0-	-0-
100 PERSONAL SERVICES		-0-	-0-	-0-	-0-	-0-
200 TRAVEL		1.0	2.1	2.2	2.4	2.5
300 CONTRACTUAL		6.0	12.7	13.5	14.3	15.1
400 SUPPLIES		3.5	7.4	7.8	8.3	8.8
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING		10.5	22.2	23.5	25.0	26.4
CAPITAL						
REVENUE (conservative?)		1.2	2.5	2.7	2.9	3.0

FUNDING: (Thousands of Dollars)

GENERAL FUND		10.4	22.0	23.3	24.3	25.2
FEDERAL FUNDS						
OTHER PGM Rec.		.1	.2	.2	.2	.2
TOTAL		10.5	22.2	23.5	25.0	26.4

17% of total add

POSITIONS:

FULL-TIME	-0-	-0-	-0-	-0-	-0-	-0-
PART-TIME	-0-	-0-	-0-	-0-	-0-	-0-
TEMPORARY	-0-	-0-	-0-	-0-	-0-	-0-

ANALYSIS: Attach a separate page if necessary

- See Attached -

Prepared By: Joe D. Camp Phone: 465-3950
 Division: Alaska Marine Highway System Date: 2/25/85

Approved by Commissioner: Wick May Jr Date: 2/27/85
 Agency: DOT&PF

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

7/1/84

ANALYSIS HB 201

Service to Hyder could not begin until a suitable docking and terminal facility were constructed. Engineer estimates for site selection, design and construction would require from eighteen (18) to twenty-four (24) months.

Assumptions:

Assuming an eighteen (18) month time frame to put the facility on-line, terminal and vessel operating costs would not be required in FY 86 and in FY 87 only for the last quarter. FY 88 and onward, would require full funding for the operation of a summer schedule.

While the terminal building would be heated, lighted and have restroom facilities no state employee would be stationed in Hyder. A contractual arrangement with the City of Hyder or a local resident is opted and payment for services would be from ticket sale commissions generated by the contractor.

A link between Hyder and Ketchikan added to the present routes would provide a new option for travelers. This could result in an increase in traffic.

POSITION

HYDER, ALASKA - MARINE HIGHWAY SERVICE

The Department of Transportation and Public Facilities has no position on the concept of weekly Marine Highway summer service connecting to the land highway system of Hyder, Alaska. Such service would provide an alternate connection to the British Columbia land highway network, serve an increased number of Alaskans and provide a potential for increased visitor trade. This service is to be studied in the update of the Southeast Transportation plan due to be completed in December, 1985.

Docking, transfer and terminal facilities must be provided in Hyder before such service can begin.

Site selectⁿ design and construction would require 18 to 24 months; therefore, if House Bill 202 is passed, service could begin in the summer of 1987 at the earliest.

A vessel could be made available to provide this service by shifting the summer season weekly port call of the M/V AURORA from Prince Rupert, B.C., to Hyder.

The distance from Ketchikan to Hyder is 130 nautical miles, compared to a distance of 92 nautical miles between Ketchikan and Prince Rupert. This results in a one way running time from Ketchikan to Prince Rupert of six hours and thirty minutes, versus slightly more than nine hours to Hyder for the M/V AURORA. Schedule time is available as indicated below.

Normal summer schedules call for the M/V AURORA to provide a connection to Prince Rupert on Tuesdays. This could be approximated from Hyder as follows:

<u>CURRENT AURORA SCHEDULE</u>				<u>PROPOSED HYDER SERVICE</u>			
MON	LV	Hollis	7:30 AM	MON	LV	Hollis	7:30 AM
MON	AR	Ketchikan	10:15 AM	MON	AR	Ketchikan	10:15 AM
MON	AR	Ketchikan	2:45 PM	MON	LV	Ketchikan	2:45 PM
MON	AR	Hollis	5:30 PM	MON	AR	Hollis	5:30 PM
MON	AR	Hollis	7:15 PM	MON	LV	Hollis	7:00 PM
MON	LV	Ketchikan	11:15 PM	MON	LV	Ketchikan	10:45 PM
TUE	AR	Pr Rupert	*6:30 AM	TUE	AR	Hyder	8:00 AM
TUE	LV	Pr Rupert	*10:30 AM	TUE	LV	Hyder	10:00 AM
TUE	LV	Ketchikan	5:15 PM	TUE	LV	Ketchikan	8:00 PM
TUE	LV	Hollis	9:15 PM	TUE	LV	Hollis	11:30 PM
ETC	-	ETC		ETC	-	ETC	

* Prince Rupert time

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14 fiscal year ending June 30, 1986.

15 * Sec. 2. This Act takes effect July 1, 1985.

CITY OF KETCHIKAN, ALASKA

RESOLUTION NO. 85-1424

A RESOLUTION REQUESTING THE IMPLEMENTATION OF ALASKA MARINE HIGHWAY SERVICE BETWEEN KETCHIKAN AND HYDER, ALASKA AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the Southeastern Alaska Transportation Plan published by the Alaska Department of Transportation in June, 1980 recommended that ferry service be introduced to Hyder in 1985, and

WHEREAS, the Governor's Alaska Marine Highway Task Force recommended in February, 1984 that ferry service would be economically viable and should be introduced between Ketchikan and Hyder in 1986, and

WHEREAS, Hyder is connected with Highway 26 via 141 miles of excellent paved highway and provides a shorter highway route to the lower 48 states than from Prince Rupert, and

WHEREAS, the Marine Highway Task Force projects that the proposed route would generate capacity passenger and vehicle loads in both directions and increase revenues, and

WHEREAS, service on this route would provide an alternate to the Prince Rupert gateway with an increase in the level of service between British Columbia and Southeastern Alaska, and

WHEREAS, the proposed service would provide a needed economic stimulus for the people of Hyder, Alaska.

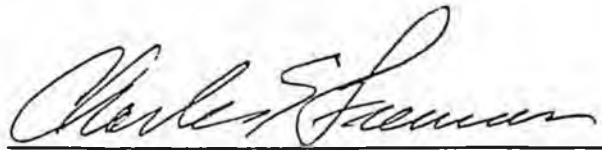
NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Ketchikan, Alaska, as follows:

Section 1. The City of Ketchikan strongly urges the State of Alaska to implement Alaska Marine Highway service between Ketchikan and Hyder, Alaska as soon as possible.

Section 2. The City Council hereby directs the City Clerk to distribute copies of this resolution to Governor Sheffield, Commissioner Knapp, Senator Ziegler, Representatives Sund and Taylor and Mr. John Chatham, President, Hyder Community Association, P.O. Box F, Hyder, Alaska 99923.

Section 3. This resolution shall become effective immediately upon passage and approval.

PASSED AND APPROVED by the Council of the City of Ketchikan, Alaska, this 21st day of February, 1985.



Charles E. Freeman, Mayor

ATTEST:



Karen Miles, City Clerk

INTRODUCTION. FIRST READING AND REFERENCE
OF HOUSE BILLS

HB 198

HOUSE BILL NO. 198 by Goll, entitled:

"An Act relating to municipal assistance for certain municipalities organized under federal law; and providing for an effective date."

was read the first time and referred to the Community & Regional Affairs, Judiciary and Finance Committees.

HB 199

HOUSE BILL NO. 199 by Taylor by request, entitled:

"An Act relating to motor vehicles."

was read the first time and referred to the Transportation and Judiciary Committees.

HB 200

HOUSE BILL NO. 200 by Taylor, Pearce, Hanley, Collins, Uehling, Pettyjohn, Jenkins and Furnace, entitled:

"An Act providing for election of a state treasurer; establishing the treasurer's powers and duties; repealing the legislative audit division; and providing for an effective date."

was read the first time and referred to the Judiciary and Finance Committees.

HB 201

HOUSE BILL NO. 201 by Taylor and Sund, entitled:

"An Act making a special appropriation to the Department of Transportation and Public Facilities to provide weekly summer Marine Highway service to Hyder; and providing for an effective date."

was read the first time and referred to the Transportation and Finance Committees.

Handwritten signature
Singerly, J. G.
Singerly, J. G.

Billboard
N. K. K. K.
Billboard

Thank you for considering my views.

It seems to me that a good alternative would be to have a feeder service to the state of Alaska. I am referring to a feeder (walk on-off) service to the feeder that would operate off the regular Ketchikan-Village Airport. Even once per month service to the feeder would be a boon of sorts, and the facility for this kind of service (sans whatever the fee) now exists at our old dock. It is about 100 feet in length and is in deep water, and we get Coast Guard ships tying up here regularly that are comparable in length to some of the ferries. Passengers could embark right onto the existing dock, and about the only real cost to the state would be a small building for a ticket office. I think we should start small with some-thing like this until the feenort all or some of the time. A full service ferries terminal in Inder such as HB 201 and HB 202 provides for a luxury item.

B.) In the 3 years since we organized the Inder Community Association, Inc. to equality ferries on the Ketchikan-Village route, approximately \$1,000,000 has been expended to us in direct cash grants and a new boat harbor (the \$300,000 plus \$500,000 in cost of cranes). In addition to the new boat harbor in 1982, we have also gotten a new community center and a large lunch room on the pier, and most of the balance of the grants seems to be going to our (1) permanent job employees, ie: Administrators, Harbormaster, Building Superintendent, and Building Custodian. Additionally, at \$125,000 in various kinds of welfare benefits have come to Inder since 1978. The point is that we have been pretty well provided for already, and it might be prudent to give us a chance to catch our breath.

A.) The population of Inder is constant at about 45 persons, and nearly Stewart, D. C. is leveling off at about 300-400 due to the recent collapse of its mining industry. This is not enough population to justify such a major outlay of state revenue, in my opinion. I feel that the primary function of the bill is to provide a transportation route to otherwise isolated communities, rather than to boost tourism dollars which actually only benefit the merchants, and the tourist dollar ends up being the motivating factor behind HB 201 and HB 202. Inder is only a six hour drive at present to the nearest existing All terminal (Ketchikan-Village), and we are not exactly isolated as are the island communities of Southeast Alaska. Finally, at least I wish without studies by the state and communities of Southeast Alaska, the proposed new ferry terminal at Inder could be considered redundant and duplicative, in light of what is now being at Inder ferries.

Although the idea of regular ferry (service) to Inder is a reactive to special and most of all, I feel that it may be premature to go ahead with the project in the next future, for the following reasons....

The above mentioned bills are in reference to a proposed Alaska Ferries Terminal at Inder, Alaska with a terminal construction cost of \$1.5m, less any cost overruns.

Dear State Legislators:

ALASKA HOUSE OF REPRESENTATIVES
PO BOX 110
DENENHO, ALASKA 99571

HB 201 & HB 202

Don 150
Inder, Alaska 99523
February 27, 1985

MAR 1985

FEB 28 1985

file

* ORIGINAL *
 * SENT 02/27/85 TIME: 14:27 *
 * FROM: BONNIE POTTER *
 * SUBJECT: POW-KETCHIKAN *
 * PRINT DATE 02/27/85 TIME: 14:27 *
 * *

TO: ALL MEMBERS OF THE HOUSE TRANSPORTATION COMMITTEE,
 REPRESENTATIVES CATO, DAVIS, SHULTZ, HERRMANN, FURNACE,
 PIGNALBERI, NARROU

FROM: TOM TAGGART, BOX 150, HYDER, ALASKA 99923, NO TELEPHONE

RE: HOUSE BILL 201, APPROP: HYDER FERRY SERVICE AND HOUSE BILL
 202, APPROP. HYDER FERRY DOCK

MESSAGE: I OPPOSE HB 201 AND HB 202 BECAUSE THEY ARE REDUNDANT AND
 DUPLICATIVE OF THE PRINCE RUPERT FACILITY, 6 HOURS DRIVING TIME
 FROM HYDER. PRIMARY ALASKA MARINE HIGHWAY FUNCTIONS IS
 TRANSPORTATION LINK FOR ISOLATE COMMUNITIES. ONE MILLION DOLLARS
 IN STATE MONEY TO HYDER SINCE 1982. VIABLE ALTERNATIVE IS FEEDER
 FERRY OFF EXISTING KETCHIKAN-PRINCE RUPERT ROUTE. NO TERMINAL
 NEEDED FOR NONVEHICULAR PASSENGER TRAFFIC.

END OF MESSAGE/BONNIE

MSP (c) MBF v Patents 3,016,308 3,429,827 Moore Business Forms Inc

Legislature '85

Hyder legislator crusades for dock, ferry service

by Bruce Scandling
Associated Press

Juneau — There's a tiny town about 100 miles northeast of Ketchikan that one lawmaker says gets no respect — and he's mounting a campaign to do something about it.

Hyder is the place and Rep. Robin Taylor is its proponent. "I call them the neglected people of Alaska," Taylor said of Hyder's 100-or-so residents. Taylor on Friday introduced

measures to provide weekly ferry service to the community and set aside \$2.1 million to build a dock and terminal there.

"This has been long overdue," said Taylor, a Republican from Wrangell. "Ever since the marine highway system was established in 1963, the people have been promised they would get a ferry."

It's not just ferry service the folks in Hyder are living without. Taylor said the community

has not had a state-funded public school since 1942. Instead, Hyder children attend classes two miles away in Stewart, British Columbia.

Alaska provides few health or public safety services for Hyder, Taylor said. Hyder telephones are not hooked to exchanges in the United States and residents cannot call toll-free numbers in the U.S. because they are linked to Canadian communication systems.

"Hyder only gets a mail plane once a week," Taylor said. "And it costs them \$250 one-way to fly to Ketchikan."

However, Hyder is the terminus of a paved road that goes all the way to the Lower 48 and Taylor said ferry service would attract a constant flow of summer travelers.

It would also provide more jobs and a steadier economy for the tiny community, he said. Joe Camp, head of the marine

highway system, said a task force appointed by Gov. Bill Sheffield has already recommended ferry service be extended to Hyder.

If the dock is built, Camp said, one weekly run to Prince Rupert, British Columbia, would likely be re-routed to Hyder.

But he said ferry service would probably be limited to summer months because of navigational hazards in the 20-mile stretch of Portland Canal that

leads to Hyder.

"There's no place to hide in there, and that's a concern," Camp said. "If a storm came up, you couldn't get out of it."

Taylor said he'll push fellow lawmakers to back the ferry terminal at Hyder, even in a year of dwindling revenues when politicians are worrying if they'll have enough money to fund most state construction projects.

**ECONOMIC
DEVELOPMENT
COMMISSION**

When replying please
Quote file number

#14-46-14 Lazelle Avenue,
Terrace, B.C. Canada
V8G 1S6

Phone (604) 635-7251

March 12, 1984

The Honorable Bill Sheffield
Governor
State of Alaska
Office of the Governor
Juneau, Alaska 99811

Dear Honorable Sheffield:

Re: Ferry Service to Hyder, Alaska

As a point of introduction, the Economic Development Commission is responsible for economic planning and promotion for the Kitimat-Stikine region in British Columbia. The Commission is a function of the area's regional government, but is funded by all three levels of government, municipal, provincial, and federal.

The objective of this letter is to add support to the proposal for a ferry terminal to be constructed at Hyder, and subsequently service connecting Hyder, Ketchikan, and South East Alaska. This project could make a significant contribution to the economies of Stewart, B.C., Hyder, and Southeast Alaska by fostering growth in the tourist sector.

The Stewart/Hyder area offers unparalleled scenery and a highly marketable mining and transportation history. The area, however, has not yet come close to achieving its potential as a place to be visited.

At present, this potential is in part not fulfilled because the road to Stewart and Hyder forms a "dead end," requiring a strong commitment from the travelers on B.C. Highway 37 to make a ninety mile detour into Hyder and back again to the main highway. The addition of a ferry service at Hyder would place Hyder and Stewart among the major centres to visit along an alternative circle tourist route involving Alaska, the Yukon and Northwest British Columbia.

It should as well be brought to the attention of Alaska State officials that the viability of a Hyder ferry service is being enhanced by several development efforts occurring in Northwest British Columbia.

REGIONAL DISTRICT OF KITIMAT-STIKINE

The Honorable Bill Sheffield
March 12, 1984
Page 2

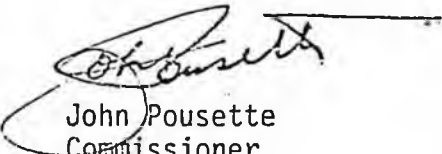
First, the highway connecting with B.C.'s Yellowhead 16 Highway (the principal east west route of travel in northern B.C.) ~~will be~~ ^{WAS} completely paved to Stewart by ~~the end of 1984~~. In addition, upgrading of Highway 37 is continuing, thereby increasing this highway's ability to compete with the "Alaska Highway" (B.C. Highway 97). Highway 37 is in fact a shorter route to the Yukon and Alaska than the better known "Alaska Highway", and has the long-run potential to displace the latter as the major tourist route and industrial highway.

Moreover, there has been a growing recognition of the economic benefits that tourism can provide in North Central and North West B.C. and promotional efforts have increased in both the public and private sectors.

Furthermore, implementation in April of realignment of the province's tourist region boundaries promises better, more professional promotion of the Highway 37 region, to the benefit of Southeast Alaska and Stewart.

I hope these ideas will assist the State of Alaska in its deliberations on establishing a terminal and ferry service at Hyder and that a favorable response can be obtained, to the advantage of both northwest British Columbia and Southeast Alaska.

Yours truly



John Pousette
Commissioner

Encl.

cc: Mr. Garry Hubbard, Mayor, District of Stewart
Mr. Len Laurance, Chairman, Alaska Marine Highway Task Force,
Ketchikan, Alaska

shef/ec

STATE OF ALASKA
THE LEGISLATURE

POUCH Y STATE CAPITOL
JUN 11 ALASKA 99811
907 465 3800

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

January 29, 1985

SUBJECT: Hyder ferry service
(Work Order No. 14-0470)

TO: Representative Robin Taylor

FROM: Michael F. Ford *M.F.*
Legislative Counsel

The draft attached to this memo would provide funds for construction of a dock and terminal facilities at Hyder. The appropriation would allow the marine highway system to provide weekly summer service by a LeConte or Aurora type vessel.

I discussed the costs of providing weekly year around service to Hyder with Joe Camp, Deputy Commissioner in charge of the Marine Highway. He gave a rough estimate of an additional four to eight million dollars to provide year around service. This estimate would include purchase of an additional fast-service vessel, for 3 to 5 million dollars and yearly operating costs of 1 to 3 million dollars. Apparently, because of winter maintenance schedules, existing vessels cannot provide winter service into Hyder. There is also some question of the level of traffic justifying winter service, and problem in keeping to a regular schedule due to severe winter storms in that area. If you wish to pursue the year around service approach, advise me and I will revise the draft.

MFF:lmb
L4/046

Enclosure

Resolution Requesting the Implementation of Alaska Marine Highway Service Between Ketchikan and Hyder, Alaska.

- Whereas: The Southeastern Alaska Transportation Plan published by the Alaska Department of Transportation in June 1980 recommended that ferry service be introduced to Hyder in 1985.
- Whereas: The Governor's Alaska Marine Highway Task Force recommended in February 1984 that ferry service would be economically viable and should be introduced between Ketchikan and Hyder in 1985.
- Whereas: Hyder is connected with Highway 16 via 141 miles of excellent paved highway, and provides a shorter highway route to the lower 48 states than from Prince Rupert.
- Whereas: The M/V Aurora is based at Ketchikan and has sufficient time in its current summer schedule to provide three round trips weekly between Ketchikan and Hyder with no negative effect on the communities now served.
- Whereas: The Aurora is currently crewed on a full time basis, and the only additional expense to provide service between Ketchikan and Hyder would be for fuel.
- Whereas: The Marine Highway Task Force projects that the proposed route would generate capacity passenger and vehicle loads in both directions, and increase revenues.
- Whereas: Service with the Aurora on this route would provide an alternate to the Prince Rupert gateway, with an increase in the level of service between British Columbia and South-eastern Alaska.
- Whereas: The proposed service would provide a needed economic stimulus for the people of Hyder, Alaska.

Now, therefore be it resolved: that the.....
 urges the State of Alaska to implement Alaska Marine Highway service with the M/V Aurora between Ketchikan and Hyder, Alaska as soon as possible.

*
 MAIN SERVICE WEEKLY 6 WEEKS WITHOUT MAIL

100-150 800-1500
 HYDER/STEWART POPULATIONS
 1600 IN SUMMER PLUS EXCESS OF

28 adults unemployed young people have no hope to live and would all leave Hyder

FERRY SERVICE WOULD INCREASE X 3(FOLD)

25,000 POTENTIAL TRAVELERS INTO ALASKA

HB 186

CS FOR HOUSE BILL NO. 186 (RES) by the Resources Committee, entitled:

"An Act creating the Anchorage Coastal Wildlife Refuge."

was read the first time and referred to the State Affairs Committee, the Resources Committee and the Finance Committee.

HB 201

HOUSE BILL NO. 201 by Representatives Taylor, Sund and Gruenberg, entitled:

"An Act making a special appropriation to the Department of Transportation and Public Facilities to provide weekly summer Marine Highway service to Hyder; and providing for an effective date."

was read the first time and referred to the Transportation Committee and the Finance Committee.

HB 226

CS FOR HOUSE BILL NO. 226 (HESS) by the Health, Education and Social Services Committee, entitled:

"An Act relating to school boards."

was read the first time and referred to the Health, Education and Social Services Committee.

COMMUNICATIONS

Notice of proposed changes in regulations posted April 11:

ALASKA BOARD OF GAME (adopt or amend regulations on use of motorized land vehicles in Game Management Unit 1(b))

JOINT BOARD OF FISHERIES AND GAME (Title 5 of the Alaska Administrative Code to establish advisory committees)

DEPARTMENT OF HEALTH & SOCIAL SERVICES (Title 7 of the Alaska Administrative Code dealing with the Medicaid Program)

SENATE JOURNAL

ALASKA STATE LEGISLATURE
FOURTEENTH LEGISLATURE - FIRST SESSION

JUNEAU, ALASKA

THURSDAY

April 11, 1985

Eighty-eighth Day

Pursuant to adjournment, the Senate was called to order by President Bennett at 11:14 a.m.

The roll showed nineteen members present. Senator Coghill was excused from a call of the Senate.

The prayer was offered by the Chaplain, Reverend Reimer of the Auke Bay Bible Church.

Senator Halford moved and asked unanimous consent that the journal for the eighty-seventh legislative day be approved as certified by the Secretary. Without objection, it was so ordered.

MESSAGES FROM THE HOUSE

Message of April 10 was read, stating the House passed:

FIRST READING AND REFERENCE OF HOUSE BILLS

HB 78

CS FOR HOUSE BILL NO. 78 (L&C) am by the Labor and Commerce Committee, entitled:

"An Act relating to occupational licensing fees; and providing for an effective date."

was read the first time and referred to the Labor and Commerce Committee.

HB 78

Representative Clocksin moved and asked unanimous consent that COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 78 (Labor & Commerce) (same title) be adopted in lieu of the original bill. There being no objection, it was so ordered.

CSHB 78(L&C)

Representative Clocksin moved and asked unanimous consent that CSHB 78(L&C) be considered engrossed, advanced to third reading and placed on final passage. There being no objection, it was so ordered.

CSHB 78(L&C) was read the third time.

The question being: "Shall CSHB 78(L&C) pass the House?" The roll was taken with the following result:

CSHB 78(L&C)

Yeas: 33 Adams, Binkley, Boucher, Clocksin, Cotten, Davis, Duncan, Frank Fuller, Furnace, Goll, Gruenberg, Grussendorf, Hanley, Herrmann, Hurley, Jenkins, Koponen, Larson, Martin, Miller, M.M., Miller, M.W., Navarre, Pearce, Phillips, Pignalbari, Pourchot, Rieger, Ringstad, Sund, Taylor, Thompson

Nays: 2 Marrou, Uehling

Excused: 3 Cato, Collins, Szymanski

Absent: 2 Pettyjohn, Wallis

And so, CSHB 78(L&C) passed the House.

Representative Clocksin moved and asked unanimous consent that the roll call on the passage of the bill be considered the roll call on the effective date clauses. There being no objection, it was so ordered.

Representative Gruenberg gave notice of reconsideration of his vote on CSHB 78(L&C).

HB 201

HOUSE BILL NO. 201 (making a special appropriation to the Department of Transportation and Public Facilities to provide weekly summer marine highway service to Hyder;

HB 201

(effective date) was read the second time with the Transportation Committee report (page 481) and the Finance Committee report (page 797).

Representative Clocksin moved and asked unanimous consent that HB 201 be considered engrossed, advanced to third reading and placed on final passage. There being no objection, it was so ordered.

HB 201 was read the third time.

The question being: "Shall HB 201 pass the House?" The roll was taken with the following result:

HB 201

Yeas: 30 Adams, Binkley, Boucher, Clocksin, Cotten, Davis, Duncan, Fuller, Furnace, Goll, Gruenberg, Grussendorf, Hanley, Herrmann, Hurley, Jenkins, Koponen, Larson, Martin, Miller, M.M., Miller, M.W., Phillips, Pignalbari, Pourchot, Rieger, Ringstad, Sund, Taylor, Uehling, Wallis

Nays: 6 Frank, Marrou, Navarre, Pearce, Shultz, Thompson

Excused: 3 Cato, Collins, Szymanski

Absent: 1 Pettyjohn

And so, HB 201 passed the House.

Representative Clocksin moved and asked unanimous consent that the roll call on the passage of the bill be considered the roll call on the effective date clause. There being no objection, it was so ordered.

Representative Hurley gave notice of reconsideration of her vote on HB 201.

LEGISLATIVE CITATIONS

Representative Clocksin moved and asked unanimous consent that the House approve the citation Honoring - Jeanne James. There being no objection, the House approved the citation and it was referred to the Chief Clerk for enrollment.

UNFINISHED BUSINESS

Representative Clocksin moved and asked unanimous consent that the following member be excused from a call of the House:

Representative Cato - April 14 through April 17, 1985.

There being no objection, it was so ordered.

HB 335(am)

Representative M.M. Miller brought up reconsideration of HOUSE BILL NO. 335 amended (practice of midwifery; effective date).

THIRD READING OF HOUSE BILLS

HB 335am was read the third time.

Representative M.M. Miller moved and asked unanimous consent that HB 335am be returned to second reading for the purpose of specific Amendment No. 3. There being no objection, it was so ordered.

Amendment No. 3 by M.M. Miller:

Page 1, lines 22 - 23, delete all material and insert:

"*Sec. 2. AS 08.64.385 is repealed.

*Sec. 3. Section 2 of this Act takes effect July 1, 1986.

*Sec. 4. Section 1 of this Act takes effect immediately in accordance with AS 01.10.070(c)."

Representative M.M. Miller moved and asked unanimous consent that Amendment No. 3 be adopted.

Representative Rieger objected.

The question being: "Shall Amendment No. 3 be adopted?"
The roll was taken with the following result:

INTRODUCTION, FIRST READING AND REFERENCEOF HOUSE BILLSSSHB 165

SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 165 by Taylor and Sund, entitled:

"An Act relating to the transplanting of
e1x."

was read the first time and referred to the Resources and Finance Committees.

HB 359

HOUSE BILL NO. 359 by Marrou, entitled:

"An Act relating to disclosure of social security numbers; and providing for an effective date."

was read the first time and referred to the State Affairs, Judiciary and Finance Committees.

HB 360

HOUSE BILL NO. 360 by Pourchot, Boucher, Martin, Gruenberg, Clocksin, Uehling and Pearce, entitled:

"An Act relating to notification of community councils of certain state actions."

was read the first time and referred to the Community & Regional Affairs, Judiciary and Finance Committees.

CONSIDERATION OF THE DAILY CALENDARSECOND READING OF HOUSE BILLSHB 78

HOUSE BILL NO. 78 (occupational licensing fees; effective date) was read the second time with the Labor & Commerce Committee report (page 431) and the Finance Committee report (page 638).

HB 165

The Resources Committee has considered HOUSE BILL NO. 165 (relating to the transplanting of elk) and reports it back as follows: Shultz (Co-Chairman), Jenkins, Pearce, and Sund recommend do pass; Thompson and Wallis have no recommendation.

HB 165 was referred to the Finance Committee.

HB 166

The Resources Committee has considered HOUSE BILL NO. 166 (making a special appropriation to the Department of Fish and Game; effective date) and reports it back as follows: Shultz (Co-Chairman), Jenkins, Pearce and Sund recommend do pass; Wallis and Thompson have no recommendation.

HB 166 was referred to the Finance Committee.

HB 201

The Transportation Committee has considered HOUSE BILL NO. 201 (making a special appropriation to the Department of Transportation and Public Facilities to provide waekly summer Marine Highway service to Hyder; effective date) and reports it back as follows: Cato (Chairman), Shultz, Furnace, Pignalberi and Davis recommend do pass; Marrou has no recommendation.

HB 201 was referred to the Finance Committee.

HB 202

The Transportation Committee has considered HOUSE BILL NO. 202 (making a special appropriation to the Department of Transportation and Public Facilities for construction of a ferry dock and terminal facilities at Hyder; effective date) and reports it back as follows: Cato (Chairman), Shultz, Furnace and Pignalberi recommend do pass; Marrou and Davis have no recommendation.

HB 202 was referred to the Finance Committee.

HB 216

The Labor & Commerce Committee has considered HOUSE BILL NO. 216 (relating to dispensing opticians; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 216 (Labor & Commerce) (same title) and reports it back as follows: Navarre (Chairman), Koponen, Hanley, Pearce, Collins and Davis recommend do pass; Boucher has no recommendation. A zero fiscal note was attached.

HB 216

HB 216 was referred to the Finance Committee.

INTRODUCTION OF CITATIONS

The following citations were received:

Honoring - Jerry Gerardy, Florence Osborn
and Etta Pecore
by Representatives Clocksin and Uehling

Honoring - Ketchikan High School Concert
Band
by Representatives Sund and Taylor and
Senator Ziegler

Honoring - Juneau-Douglas High School Men's
Varsity Swimming Team
by Representatives Duncan & M.M. Miller and
Senator Ray

which were referred to the Rules Committee for placement on
the calendar.

INTRODUCTION, FIRST READING AND REFERENCE
OF HOUSE RESOLUTIONSHCR 13

HOUSE CONCURRENT RESOLUTION NO. 13 by Cato, Grussendorf and
Phillips:

Relating to the nineteenth annual Boys'
State at Camp Carroll.

was read the first time and referred to the State Affairs
Committee.

HCR 14

HOUSE CONCURRENT RESOLUTION NO. 14 by Cato, Grussendorf and
Phillips:

Relating to the seventeenth annual
Girls' State at the Fairbanks University
of Alaska campus.

was read the first time and referred to the State Affairs
Committee.

... Local Government ...

School Board "By District"

HB-226 (Cotten), enabling school districts with more than 5,000 students to have board members elected by assembly districts rather than area wide, passed out of House Hess last week. The bill also allows for those boards to be increased from seven to 11 members. Provisions for sectional representation for Rural Education Attendance Areas (REAA's) with population fluctuations were also included, allowing representation on a board to more accurately reflect the district's population distribution.

Grant Oversight

HB-139 (Gov), authorizing the Department of Administration to adopt regulations to oversee grants to individuals, municipalities and unincorporated communities, was heard again in (H) CRA last week. Although for the most part there is agreement that some form of grant oversight is needed, the concern is over the extent of it. The proposed legislation could, some believe, create an administrative nightmare. Although some would like to hear testimony from grant recipients and municipalities, it looks like there is a push to move the bill out soon. Another hearing will be held this Wednesday.

Ferry Service Trial

file Weekly summer ferry service for Hyder could begin this year on an trial basis if ~~HB-201~~ (Taylor) continues moving. The bill, which authorizes \$20,000 to the Department of Transportation for the service, passed out of House Finance last week and is being considered for House floor scheduling next week.

Municipal Code Bill

The House Finance Committee has passed out HB-72, the massive rewrite of the Municipal Code. Only technical amendments have been made to the bill, which is a House priority measure.

St. Paul Breakwater Repair

SB-186, has passed House Finance and should be scheduled for floor action sometime next week. The bill gives St. Paul a loan to repair a damaged breakwater, which will be repaid upon receipt of insurance monies.

"Town Meeting" Home Rule

Rep. Koponen has introduced legislation (HB-325) again this session to authorize the incorporation of town meeting home rule cities. If passed, communities could establish a democratic local government by using town meetings. A committee substitute with language satisfactory to the Dept. of CRA is due out.

Local Gov Spotlight

HB-309 (Larson), extends freeze on FOUNDATION FUNDING up in (H) HESS Friday, some version expected to pass. House passed, HB-74 (Gruenberg) includes BIA ADMINISTRATORS IN TRS. now in (S) HESS. SB-51 (Kerttula), SCHOOL CONSTRUCTION, in (S) HESS. A substitute for it will incorporate similar Senate bills, SB-143 (Fahrenkamp) and SB-159 (P. Fischer). House SCHOOL CONSTRUCTION bills, still in (H) HESS. Expected to be taken up this week -- HB-191 (Cotten), HB-220 and 257 (Taylor) and HB-254 (Larson). (Both HB-191 and HB-257 are on the HESS committee priority list for this session.)

**An asbestos abatement program for schools and the University (HB-5) has passed the House and is in Senate Labor and Commerce. Funding for asbestos removal, once detected, is still questionable.

**Reportedly, Rep. Al Adams has agreed to let HB-130, binding arbitration, out of the Finance Committee despite his apparent opposition to the bill. It may be too late in the session to be used by House supporters as a bargaining tool with the Senate.

Legislative Digest

A Forecast and Review

April 7, 1985
No. 12/85

Oil Revenue Forecasts "Down Again"

OFFICE COPY.

MORE CUTS, NO RELIEF IN SITE

Falling oil revenues and budget reductions remain the highlight of legislative activity. Agency budget closeouts were abruptly suspended last week when lawmakers received updated revenue projections showing a drop of \$463 million from the forecast issued in December. Lawmakers had anticipated that the April forecast would be down about \$300 million, so the cut did not come as a complete surprise. Nevertheless, it has forced legislative leaders back to the drawing board as they attempt to craft a state spending plan in the final 40 days of the session.

Administration supporters in the legislature hoped that Governor Sheffield's "second" budget address, delivered on April 2nd, would provide insight to the executive branch's priorities and direction, but the speech itself left most disappointed. "He basically said, 'don't cut the operating budget any more,' and left it at that," complained one Finance committee member. The Governor did promise to deliver a revised capital budget reduced by \$133 million from his January budget proposal. Sheffield proposed no change, however, in Susitna project funding, an item that most legislators, including many from Anchorage wish could be diverted to other things.

When the smoke clears in a little over a month, capital insiders are betting the operating budget submitted in January by the Governor will have been shaved by about \$135 million, the capital budget down by \$70 million, and the rest of the revenue gap bridged by monies scavenged from lapses, various reserves scattered throughout the loan programs, and various capital funds.

A Separate Accounting Oil Tax Bill

For the first time in nearly four years, a major oil tax bill is has been introduced in the Alaska legislature, and informed observers say the measure will pass the House within a few weeks. HB-353, sponsored by the House Finance Committee, would return the state to the tax system it abandoned under oil company pressure in 1981. Although the Department of Revenue has refused to provide an estimate of the bill's fiscal impact until after the legislature has gone home, calculations done by the Department in 1983 suggest that returning to the old separate accounting income tax as proposed would net the state an additional \$462 million in FY 1986.

The bill has only one committee referral in the House, to Finance, but Chair Al Adams has invited members of the Resources and the Oil and Gas Committees to attend the single hearing scheduled on the legislation, slated for April 12th. Although the measure is clearly moving with unusual speed in the House, it is given little chance of passage in the Senate, where several key members are reportedly committed to oppose any increase in oil taxes. Though the bill has slim prospects for passage this year, moving the bill to the Senate is likely to give the House additional leverage in the end-of-session horse trading, and may set the stage for next year.

**ECONOMIC
DEVELOPMENT
COMMISSION**

When replying please
Quote file number

#14-46-14 Lazelle Avenue,
Terrace, B.C. Canada
V8G 1S6

Phone (604) 635-7251

March 12, 1984

The Honorable Bill Sheffield
Governor
State of Alaska
Office of the Governor
Juneau, Alaska 99811

Dear Honorable Sheffield:

Re: Ferry Service to Hyder, Alaska

As a point of introduction, the Economic Development Commission is responsible for economic planning and promotion for the Kitimat-Stikine region in British Columbia. The Commission is a function of the area's regional government, but is funded by all three levels of government, municipal, provincial, and federal.

The objective of this letter is to add support to the proposal for a ferry terminal to be constructed at Hyder, and subsequently service connecting Hyder, Ketchikan, and South East Alaska. This project could make a significant contribution to the economies of Stewart, B.C., Hyder, and Southeast Alaska by fostering growth in the tourist sector.

The Stewart/Hyder area offers unparalleled scenery and a highly marketable mining and transportation history. The area, however, has not yet come close to achieving its potential as a place to be visited.

At present, this potential is in part not fulfilled because the road to Stewart and Hyder forms a "dead end," requiring a strong commitment from the travelers on B.C. Highway 37 to make a ninety mile detour into Hyder and back again to the main highway. The addition of a ferry service at Hyder would place Hyder and Stewart among the major centres to visit along an alternative circle tourist route involving Alaska, the Yukon and Northwest British Columbia.

It should as well be brought to the attention of Alaska State officials that the viability of a Hyder ferry service is being enhanced by several development efforts occurring in Northwest British Columbia.

REGIONAL DISTRICT OF KITIMAT-STIKINE

The Honorable Bill Sheffield
March 12, 1984
Page 2

First, the highway connecting with B.C.'s Yellowhead 16 Highway (the principal east west route of travel in northern B.C.) will be completely paved to Stewart by ~~the end of 1984~~. In addition, upgrading of Highway 37 is continuing, thereby increasing this highway's ability to compete with the "Alaska Highway" (B.C. Highway 97). Highway 37 is in fact a shorter route to the Yukon and Alaska than the better known "Alaska Highway", and has the long-run potential to displace the latter as the major tourist route and industrial highway. WAS

Moreover, there has been a growing recognition of the economic benefits that tourism can provide in North Central and North West B.C. and promotional efforts have increased in both the public and private sectors.

Furthermore, implementation in April of realignment of the province's tourist region boundaries promises better, more professional promotion of the Highway 37 region, to the benefit of Southeast Alaska and Stewart.

I hope these ideas will assist the State of Alaska in its deliberations on establishing a terminal and ferry service at Hyder and that a favorable response can be obtained, to the advantage of both northwest British Columbia and Southeast Alaska.

Yours truly



John Pousette
Commissioner

Encl.

cc: Mr. Garry Hubbard, Mayor, District of Stewart
Mr. Len Laurance, Chairman, Alaska Marine Highway Task Force,
Ketchikan, Alaska

shef/ec

STATE OF ALASKA
THE LEGISLATURE

POUCH Y STATE CAPITOL
JUNEAU ALASKA 99811
907 465 3600

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

January 29, 1985

SUBJECT: Hyder ferry service
(Work Order No. 14-0470)

TO: Representative Robin Taylor

FROM: Michael F. Ford *M.F.*
Legislative Counsel

The draft attached to this memo would provide funds for construction of a dock and terminal facilities at Hyder. The appropriation would allow the marine highway system to provide weekly summer service by a LeConte or Aurora type vessel.

I discussed the costs of providing weekly year around service to Hyder with Joe Camp, Deputy Commissioner in charge of the Marine Highway. He gave a rough estimate of an additional four to eight million dollars to provide year around service. This estimate would include purchase of an additional fast-service vessel, for 3 to 5 million dollars and yearly operating costs of 1 to 3 million dollars. Apparently, because of winter maintenance schedules, existing vessels cannot provide winter service into Hyder. There is also some question of the level of traffic justifying winter service, and a problem in keeping to a regular schedule due to severe winter storms in that area. If you wish to pursue the year around service approach, advise me and I will revise the draft.

MFF:lmb
L4/046

Enclosure

Resolution Requesting the Implementation of Alaska Marine Highway Service Between Ketchikan and Hyder, Alaska.

Whereas: The Southeastern Alaska Transportation Plan published by the Alaska Department of Transportation in June 1980 recommended that ferry service be introduced to Hyder in 1985.

Whereas: The Governor's Alaska Marine Highway Task Force recommended in February 1984 that ferry service would be economically viable and should be introduced between Ketchikan and Hyder in 1986.

Whereas: Hyder is connected with Highway 16 via 141 miles of excellent paved highway, and provides a shorter highway route to the lower 48 states than from Prince Rupert.

Whereas: The M/V Aurora is based at Ketchikan and has sufficient time in its current summer schedule to provide three round trips weekly between Ketchikan and Hyder with no negative effect on the communities now served.

Whereas: The Aurora is currently crewed on a full time basis, and the only additional expense to provide service between Ketchikan and Hyder would be for fuel.

Whereas: The Marine Highway Task Force projects that the proposed route would generate capacity passenger and vehicle loads in both directions, and increase revenues.

Whereas: Service with the Aurora on this route would provide an alternate to the Prince Rupert gateway, with an increase in the level of service between British Columbia and South-eastern Alaska.

Whereas: The proposed service would provide a needed economic stimulus for the people of Hyder, Alaska.

Now, therefore be it resolved: that the..... urges the State of Alaska to implement Alaska Marine Highway service with the M/V Aurora between Ketchikan and Hyder, Alaska as soon as possible.

*
MAIL
SERVICE
WEEKLY
6 WEEKS
WITHOUT
MAIL.

100-150 800-1500
HYDER/STEWART
PERMUTATIONS
1600 IN
SUMMER
PLUS
EXCESS IF

28 adults unemployed
young people
have no hope
to live and
want to
Hyder

FERRY SERVICE
WOULD INCREASE X 3 FOLD

25,000 POTENTIAL
TRAVELERS INTO ALASKA

Legislature '85

HB 201/202

Hyder legislator crusades for dock, ferry service

by Bruce Scandling
Associated Press

Juneau — There's a tiny town about 100 miles northeast of Ketchikan that one lawmaker says gets no respect — and he's mounting a campaign to do something about it.

Hyder is the place and Rep. Robin Taylor is its proponent. "I call them the neglected people of Alaska," Taylor said of Hyder's 100-or-so residents. Taylor on Friday introduced

measures to provide weekly ferry service to the community and set aside \$2.1 million to build a dock and terminal there.

"This has been long overdue," said Taylor, a Republican from Wrangell. "Ever since the marine highway system was established in 1963, the people have been promised they would get a ferry."

It's not just ferry service the folks in Hyder are living without. Taylor said the community

has not had a state-funded public school since 1942. Instead, Hyder children attend classes two miles away in Stewart, British Columbia.

Alaska provides few health or public safety services for Hyder, Taylor said. Hyder telephones are not hooked to exchanges in the United States and residents cannot call toll-free numbers in the U.S. because they are linked to Canadian communication systems.

"Hyder only gets a mail plane once a week," Taylor said. "And it costs them \$250 one-way to fly to Ketchikan."

However, Hyder is the terminus of a paved road that goes all the way to the Lower 48 and Taylor said ferry service would attract a constant flow of summer travelers.

It would also provide more jobs and a steadier economy for the tiny community, he said. Joe Camp, head of the marine

highway system, said a task force appointed by Gov. Bill Sheffield has already recommended ferry service be extended to Hyder.

If the dock is built, Camp said, one weekly run to Prince Rupert, British Columbia, would likely be re-routed to Hyder.

But he said ferry service would probably be limited to summer months because of navigational hazards in the 70-mile stretch of Portland Canal that

leads to Hyder.

"There's no place to hide in there, and that's a concern," Camp said. "If a storm came up you couldn't get out of it."

Taylor said he'll push fellow lawmakers to back the ferry terminal at Hyder, even in a year of dwindling revenues when politicians are worrying if they'll have enough money to fund most state construction projects.

April 23, 1985

889

SB 266

The State Affairs Committee considered SENATE BILL NO. 266 (placing certificated teachers employed by the Department of Education, in schools operated by the department, in the exempt service; efd) and recommended it be replaced with

CS FOR SENATE BILL NO. 266 (SA)

and do pass. The report was signed by Senator Abood, Chairman and concurred in by Senators DeVries, Vic Fischer, Ray and Kelly.

SENATE BILL NO. 266 was referred to the Rules Committee.

HB 80

The Labor and Commerce Committee considered CS FOR HOUSE BILL NO. 80 (F&C) (insurance fees and licenses; efd) and a majority of the committee recommended do pass. The report was signed by Senator Zharoff, Chairman and concurred in by Senators Eliason and Rry.

CS FOR HOUSE BILL NO. 80 (L&C) was referred to the Finance Committee.

HB 201

The Transportation Committee considered HOUSE BILL NO. 201 (special appropriation to the Department of Transportation and Public Facilities to provide weekly summer Marine Highway service to Hyder; efd). Senator Coghill, Chairman, signed "do pass". Senators Abood and Josephson signed "no recommendation". Senator Paul Fischer signed "no recommendation, do pass with amendment".

HOUSE BILL NO. 201 was referred to the Finance Committee.

SB 109

The Rules Committee considered SENATE BILL NO. 109 (provision of chiropractic services under the medicaid program) and a majority of the committee recommended calendar April 23. The report was signed by Senator Kelly, Chairman and concurred in by Senators Coghill and Josephson.

SENATE BILL NO. 109 appears on the calendar.

HB 196

The Rules Committee considered CS FOR HOUSE BILL NO. 196 (FIN) (emergency appropriations to increase fiscal year 1985 appropriations for essential health and social services programs and reducing fiscal year 1985 operating budget appropriations; efd) and a majority of the committee recommended calendar April 23. The report was signed by Senator Kelly, Chairman and concurred in by Senators Bennett, Coghill and Josephson.

CS FOR HOUSE BILL NO. 196 (FIN) appears on the calendar.

HB 273

The Rules Committee considered CS FOR HOUSE BILL NO. 273 (RES) (extralateral rights of federal lode mining claims; efd) and a majority of the committee recommended calendar April 23. The report was signed by Senator Kelly, Chairman and concurred in by Senators Josephson and Bennett.

CS FOR HOUSE BILL NO. 273 (RES) appears on the calendar.

SCR 19

The Rules Committee considered SENATE CONCURRENT RESOLUTION NO. 19 (Relating to establishing a Joint Special Committee on Legislative Salaries). Senator Kelly, Chairman and Senator Coghill recommended calendar April 23. Senator Josephson signed "do other things".

SENATE CONCURRENT RESOLUTION NO. 19 appears on the calendar.

INTRODUCTION AND REFERENCE OF SENATE RESOLUTIONS

SJR 24

SENATE JOINT RESOLUTION NO. 24 by the Resources Committee,

Relating to the Americanization of the fishery
off the coast of Alaska,

was read the first time and referred to the Resources Committee.

Bill file

House approves ferry run to Hyder ^{4/10/01}

JUNEAU — House lawmakers Tuesday passed a bill that would establish a weekly ferry run in summer to Hyder, the Southeast border town that relies on Canada for most of its needs. There is a catch, however. There's no place for the ferry to dock. A companion bill to provide money for a ferry dock in Hyder has apparently run aground in committee. "That probably won't see the light of day this year," said Rep. Robin Taylor, a Wrangell Republican who is the prime sponsor of both bills. "We say it will cost about \$1.5 million to build a dock there and the state says about \$2.2 million," Taylor said Tuesday. So, if the Alaska Marine Highway System does extend service to Hyder this summer, residents will still have to make the two-mile drive to neighboring Stewart, British Columbia. That's the nearest place the ferry could dock, Taylor said.

HYDER, Alaska

Known as "The Friendliest Ghost Town in Alaska", Hyder has an interesting history. The community is located on the fringe of Misty Fiord National Monument and the Tongas National Forest.

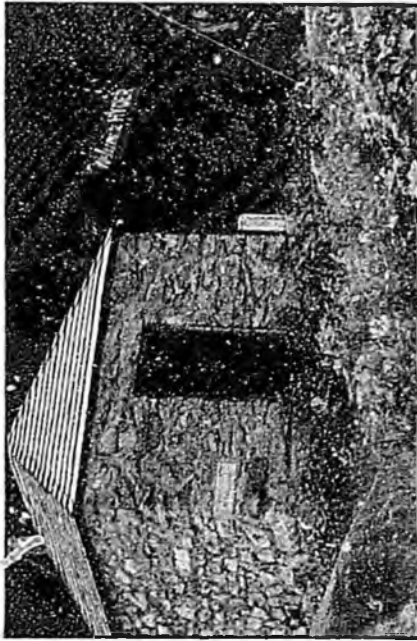


Photo by I.W. Packin

The U.S. Corps of Engineers Storehouse No.4, located on the International Border, is the oldest masonry structure in Alaska. It is listed in the National Register of Historic Sites.

While in Hyder visit bars, gift shops, and cafes, or visit old mine sites worked at the turn of the century by prospectors hoping to find the "Mother Lode". At Fish Creek two miles northeast of Hyder see North America's largest species of Chum Salmon spawn during the months of July and August.

Before leaving don't forget the friendly tradition of being "Hyderized".

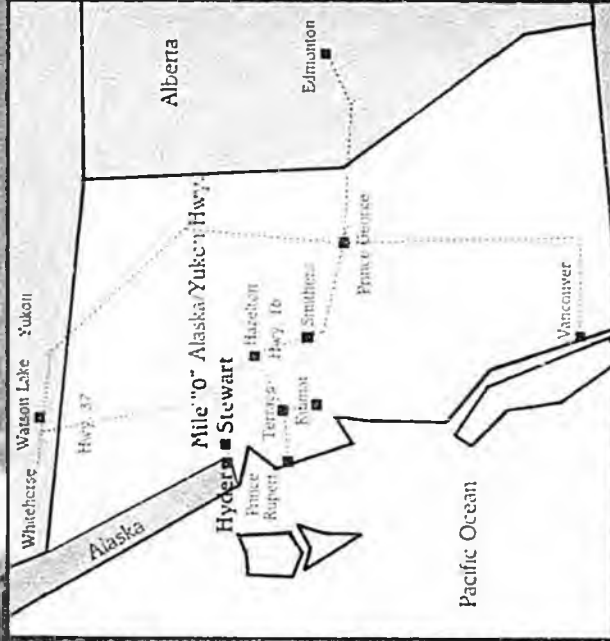
STEWART

BRITISH COLUMBIA

HYDER

ALASKA

*Your Gateway to
Alaska and
the Yukon!*



For information contact:

**Stewart - Hyder
Chamber of Commerce**
Box 306, Stewart, B.C.
V0T 1W0

STEWART, British Columbia

Located at the head of the Portland Canal Stewart has seen many changes take place. The town literally grew overnight as gold discoveries attracted over 10,000 prospectors and merchants to the area in 1906. Evidence of this exciting era still exists.



Photo by L. Heine
On the way to Stewart why not stop at the fish ladder near Nass Bridge. Reportedly over 25,000 fish use this ladder annually.

Highways 37. tourists have realized the beauty of the region.

Several major movies have been filmed on



Photo by B. Wellwood
A breathtaking view of the Bear Glacier awaits all travelers on their way to Stewart. This beautiful ribbon of ice is located just 30 km east of Stewart.



Photo by E. Eichen
The evening lights of Stewart are a welcome sight for travellers on the Portland Canal.

location in the Stewart area. The first film, 'Bear Island', involved such stars as Donald Sutherland and Vanessa Redgrave. As the number of tourists increases each year, the town of Stewart meets their needs. A beautiful tent-camper park has been set up in town. A variety of accommodations and services are available in both communities.

Events

Stewart-Hyder can boast of having the longest birthday party in North America. They begin celebrating on July 1st in Stewart and end on July 4th in Hyder. One special attraction is the international bed race which begins in Alaska and ends in British Columbia.

Alaska

Every year more tourists realize that they no longer have to travel for days on gravel roads to visit Alaska. With the last 28 km of road slated to be paved in 1984, people may now visit Alaska with a pleasant, relaxing drive.



Photo by L. Perry
After a day on the lake, fishermen can relax to the splendor of a sunset over Meziadin Lake.

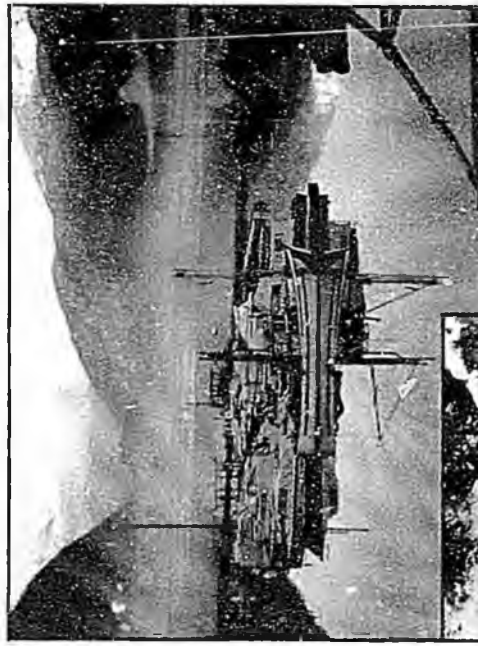


Photo by L. Heine
Stewart's splendid marina is the gateway to exciting fishing or magnificent scenery. Charter trips are available.

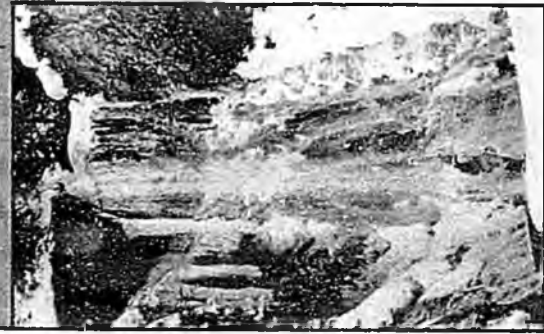


Photo by L. Heine
This frozen waterfall is only one of the many sights that makes winter hiking much more rewarding.