


Leg. Finance - House & Senate Finance Comte Files (1973-74) 

HCR 21 cont. 21, 23, 24, 26, ~~267~~

weight of opinion in favor of the Canadian route rather than  
the Alaskan route.

- END OF EXCERPT -

TESTIMONY BY REPRESENTATIVE BOB HARTIG, CHAIRMAN,  
SPECIAL COMMITTEE ON ENERGY before the HOUSE FINANCE COMMITTEE

March 13, 1974 on CSHCR 21

The Special Committee on Energy, in its review of HCR 21, considered not only the proposed trans-Alaskan natural gas pipeline, as outlined in the Resolution, but also the Canadian route proposal.

Testimony was received from the El Paso Natural Gas Company and from the Gas Arctic consortium. After weighing all the evidence placed before the Committee, the members elected to support the Alaskan pipeline proposal.

The Committee found that there was substantial evidence presented from which they could find numerous advantages to the State and the Nation of an all-Alaskan line. This includes the following:

(1) The fact that the pipeline would be an all-Alaskan, all-American pipeline. The line would not therefore be subject to foreign control or interest. Canada has stated they will require that at least 51% of the Canadian line be owned by Canadians. If the past is any indication of what can be expected, we Alaskans know the probable consequences if we are to rely on the representation of our State Department in any negotiation with Canada.

(2) The trans-Alaskan line would cross other geological basins which have great potential for the development of petroleum reserves. The presence nearby of the natural gas pipeline, in conjunction with the proposed oil line, will spur exploration and development in these basins as there will be assurances that the resource can be moved to market.

(3) An oil-Alaskan, all-American line will ensure that Alaskans and other Americans will be provided opportunities for employment. Those of us who have worked on projects in Canada or with American companies who operate in Canada know that Canada will require Canadian labor wherever possible if the line crosses that country. There was testimony by El Paso that the Alyeska pipeline is expected to employ 5500 persons of which 3500 are expected to be Alaskans. Further, it was stated that El Paso would expect to utilize this same work force in constructing its line -- recognizing the skills which would have been developed by the oil pipeline construction.

El Paso also stated that they expected to provide approximately 300 permanent positions in Alaska, following construction of the Alaska line.

(4) The trans-Alaskan line would provide a substantial tax base in Alaska. The estimated economic impact to the State is 51.4 million dollars per year and, over the projected life of the project of 25 years, would aggregate 1.2 billion dollars. While these figures were supplied by El Paso and have not been reviewed further, it is obvious that a trans-Canadian line would offer very little economic incentive from an ad valorem standpoint.

(5) The construction of a trans-Canadian line would further increase the deficit in this nation's balance of payments. It was recognized that the Gas Arctic consortium companies are American-owned corporations; hence, the required capital for the construction of that proposed line would come from the United States.

(6) The El Paso proposal, generally following the trans-Alaska oil pipeline, would probably be completed sooner than the trans-Canadian proposal. The fact that the Alaskan Native land claims have been settled and the environmental impact considerations for the oil pipeline are completed, weighed

heavily in this finding.

(7) The trans-Alaskan Natural gas pipeline generally following the oil pipeline would minimize the environmental impact in Alaska. By utilizing the same transportation corridor, additional substantial lands in Alaska will not be traversed. The trans-Canadian line would require a new transportation corridor and may include crossing a portion of the Arctic Wildlife Refuge.

(8) Of major significance was the testimony that the trans-Alaskan line will ensure the availability of this energy source to all the people of the United States and at moderate costs.

El Paso testified that delivery of Alaskan natural gas to the west coast of the United States would permit gas now flowing down the southwest to the west coast, to be diverted to the midwest and east markets.

The Energy Committee substitute for HCR 21 also encompasses most of the recommendations made by the legislation's oil and gas consultant, Mr. Milton Lipton. Only those items which were self-evident or were substantiated by testimony and known facts were included in the "Whereas" clauses of the Resolution.

The Energy Committee also made changes which would emphasize the fact that the trans-Alaskan proposal was also of national significance. I feel that the nationalization of American petroleum interests throughout the world and the recent crisis brought about by the oil embargo emphasizes the importance of not relying on foreign sources for our energy.


Canada, while being an important ally to the United States, has not

always noted to help serve the United States' interests. In fact, their recent increase in taxes from 46¢/bbl to \$6.50/bbl for crude exported to the United States, their announced reduction of exports of crude to the United States and their many unfounded self-serving arguments against the trans-Alaskan oil pipeline lead very little doubt of Canada's position. It is unfortunate that Alaska, in order to protect its interests and that of the United States, may be placed in a position of attacking Canada.

It must be pointed out that neither El Paso nor Gas Arctic provided all the information which was requested by the Committee. Both groups testified that this additional information would be available in the documents filed in support of their projects before the Federal Power Commission. Of specific concern of the Committee was the wellhead price the State will receive for its royalty gas under each of the proposals. The information provided at the hearings did not satisfy this concern.

While Mr. Lipton questioned the Legislature's "wholehearted and unequivocal" support of the trans-Alaska proposal, the Committee was of the opinion that the evidence warranted the Legislature's support. In addition, the Committee felt that alternate proposals, offered in a competitive atmosphere, would ultimately produce the needed facts.

The Committee also added a further resolve clause which requests that the Governor ensure that representatives of the State be present at all Federal Power Commission hearings in Washington regarding the pipeline proposals. It is imperative that the State take an active role in this matter in order to protect the State's interest.

  
Robert L. Hartig, Chairman  
Special Committee on Energy

8

The Legislature of the State of Alaska  
FISCAL NOTE  
Second Session - Eighth Legislature

I. REQUEST

Bill Identification: House Concurrant Resolution 21  
 Title: Proposed Alaska Gas Pipeline  
 Requested by: \_\_\_\_\_ Date: \_\_\_\_\_  
 Return Date Requested: \_\_\_\_\_  
 Agency: Office of the Governor Program: \_\_\_\_\_

II. FISCAL DETAIL

Budget Request Unit(s) Affected: Office of Governor - Executive  
 A. EXPENDITURES: (Thousands of dollars)

| OBJECT                   | FY 74 | FY 75 | FY 76 | FY 77 | FY 78 | FY 79 |
|--------------------------|-------|-------|-------|-------|-------|-------|
| 100 PERSONAL SERVICES    |       |       |       |       |       |       |
| 200 TRAVEL               |       | 1.8   |       |       |       |       |
| 300 CONTRACTUAL          |       |       |       |       |       |       |
| 400 COMMODITIES          |       |       |       |       |       |       |
| 500 EQUIPMENT            |       |       |       |       |       |       |
| 600 LAND & STRUCTURES    |       |       |       |       |       |       |
| 700 GRANTS, CLAIMS, ETC. |       |       |       |       |       |       |
| <b>TOTAL</b>             |       | 1.8   | -0-   | -0-   | -0-   | -0-   |

B. FUNDING: (Thousands of dollars)

|               |  |     |  |  |  |  |
|---------------|--|-----|--|--|--|--|
| GENERAL FUND  |  | 1.8 |  |  |  |  |
| FEDERAL FUNDS |  |     |  |  |  |  |
| OTHER         |  |     |  |  |  |  |

C. POSITIONS:

|                     |   |       |   |   |   |   |
|---------------------|---|-------|---|---|---|---|
| PERMANENT/TEMPORARY | / | -0- / | / | / | / | / |
| MAN MONTHS (P./T.)  | / | /     | / | / | / | / |

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Provides for travel and per diem to attend hearings in Washington, D.C. as required to testify before appropriate committees.

IV. ATTACHMENTS

V. DATE: 02-26-74 PREPARED BY: Keith Weiss  
 Administrative Officer

Original: Legislative Finance  
 cc: Budget and Management  
 Prime Sponsor (First Legislator Named)



# RECORDS CERTIFICATION



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James O. Smith  
Signature of Camera Operator

4/26/89  
Date

Requesting a feasibility study of the construction of a road either from Sitka to Warm Springs Bay or From Sitka to Rodman Bay.

# COMMITTEE REPORT

HOUSE

2-5-73

Mr. Speaker:

Date March 1 1973

The Committee on FINANCE has had HCR 21

under consideration. A Majority of the members of the Committee

( ) recommends it DO PASS

( ) recommends it DO NOT PASS

( ) recommends it DO PASS WITH ATTACHED AMENDMENT(S)

recommends it BE REPLACED WITH CS FOR HCR 21 AND THAT  
CS FOR HCR 21 DO PASS

( ) "and" recommends it BE REFERRED TO THE \_\_\_\_\_  
COMMITTEE

( ) reports it back WITHOUT RECOMMENDATION

( ) "other"

Members signing the Majority report:

|                    |                    |                             |
|--------------------|--------------------|-----------------------------|
| <u>[Signature]</u> | <u>[Signature]</u> | <u>                    </u> |
| <u>[Signature]</u> | <u>[Signature]</u> | <u>                    </u> |
| <u>[Signature]</u> | <u>[Signature]</u> | <u>                    </u> |
| <u>[Signature]</u> | <u>[Signature]</u> | <u>                    </u> |

Members NOT concurring in the Majority report:

|                             |                                               |
|-----------------------------|-----------------------------------------------|
| <u>[Signature]</u>          | recommends: <u>Do not pass unless amended</u> |
| <u>                    </u> | recommends:                                   |
| <u>                    </u> | recommends:                                   |
| <u>                    </u> | recommends:                                   |
| <u>                    </u> | recommends:                                   |

[Signature] Chairman

Introduced: 1/24/73  
Referred: State Affairs and  
Finance

1 IN THE HOUSE

BY ELIASON, BANFIELD, FREEMAN,  
GARDINER, HAUGEN AND M. MILLER

2 HOUSE CONCURRENT RESOLUTION NO. 21

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - FIRST SESSION

5 Requesting a feasibility study of  
6 the construction of a road either  
7 from Sitka to Warm Springs Bay, or  
8 from Sitka to Rodman Bay.

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

10 WHEREAS at a recent meeting of the Southeast Conference, an organization  
11 consisting of municipal governments and chambers of commerce representing  
12 every community in Southeast Alaska, the members of the conference unanimously  
13 endorsed either a Sitka-Warm Springs Bay road or a Sitka-Rodman Bay road as  
14 the number one priority road needed in Southeast Alaska; and

15 WHEREAS either road would be of great benefit to Sitka, to Southeast  
16 Alaska, and to the state as a whole because each would considerably shorten  
17 the ferry run to Sitka and thus free the ferry for improved service to other  
18 communities in Southeast Alaska; and

19 WHEREAS each road, by eliminating the necessity of navigating the  
20 treacherous Peril Strait passage and by providing for surface transportation  
21 from either road terminus, the Sitka area would acquire increased trade and  
22 commerce to the economic betterment of all its citizens; and

23 WHEREAS either route would give Sitka an additional tourist attraction  
24 because of the spectacular and scenic country through which either would pass

25 BE IT RESOLVED that the Eighth Alaska Legislature respectfully requests  
26 the Governor to direct the Department of Highways to begin conducting, as  
27 soon as possible, engineering studies of both a Sitka-Warm Springs Bay road  
28 and a Sitka-Rodman Bay road with a view to determining which is the most  
29 feasible route.

The Legislature of the State of Alaska  
 FISCAL NOTE  
 Second Session - Eighth Legislature

HCR 21

I. REQUEST

Bill Identification: House Concurrant Resolution 21  
 Title: Proposed Alaska Gas Pipeline  
 Requested by: \_\_\_\_\_ Date: \_\_\_\_\_  
 Return Date Requested: \_\_\_\_\_  
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| 400 COMMODITIES          |       |       |       |       |       |       |
| 500 EQUIPMENT            |       |       |       |       |       |       |
| 600 LAND & STRUCTURES    |       |       |       |       |       |       |
| 700 GRANTS, CLAIMS, ETC. |       |       |       |       |       |       |
| TOTAL                    |       | 1.8   | -0-   | -0-   | -0-   | -0-   |

B. FUNDING: (Thousands of dollars)

|               |  |     |  |  |  |  |
|---------------|--|-----|--|--|--|--|
| GENERAL FUND  |  | 1.8 |  |  |  |  |
| FEDERAL FUNDS |  |     |  |  |  |  |
| OTHER         |  |     |  |  |  |  |

C. POSITIONS:

|                     |   |       |   |   |   |   |
|---------------------|---|-------|---|---|---|---|
| PERMANENT/TEMPORARY | / | -0- / | / | / | / | / |
| MAN MONTHS (P./T.)  | / | /     | / | / | / | / |

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Provides for travel and per diem to attend hearings in Washington, D.C. as required to testify before appropriate committees.

IV. ATTACHMENTS

V. DATE: 02-26-74 PREPARED BY: Keith Weiss  
 Administrative Officer

Original: Legislative Finance  
 cc: Budget and Management  
 Prime Sponsor (First Legislator Named)

Presented By

JUNEAU DISTRICT  
PRE - CONSTRUCTION DIVISION

STATE OF ALASKA  
DEPARTMENT OF HIGHWAYS

JANUARY 1964

PROJECT NO. S - 0935 (1)

SITKA

OLD SITKA to RODMAN BAY

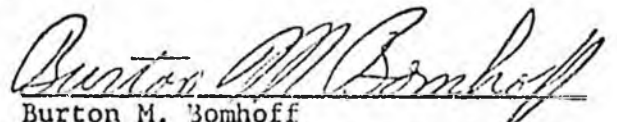
E

ROUTE RECONNAISSANCE REPORT

OLD SITKA TO RODMAN BAY  
Project S-0935(1)

NET LENGTH 46.1 Miles

JANUARY 1964

  
Burton M. Bomhoff  
District Pre-Construction Engineer

#### GENERAL:

Generally, this project begins at Old Sitka, 5.0 miles north of the city of Sitka and on the North Sitka Highway. As shown on the project location map attached to this report, the project traverses north along the coastline through Katlian Bay, across to Nakwasina Bay, through Nakwasina Pass, around Fish Bay, above Peril Straights, and terminates at Rodman Bay. The net length is 46.1 miles.

This report is the conclusion of studies based on data obtained from a transit-stadia field survey performed during 1962.

#### INTENT:

The intent of this report, after determining the most desirable route between the project termini, is to determine the engineering feasibility of the route and provide accurate estimates of cost for constructing the proposed road.

#### PRESENT INVESTMENT:

This project, excepting the possible utilization of six miles of logging road, will consist entirely of new construction.

#### TERRAIN:

The terrain traversed by the proposed route is almost entirely of mountainous nature. Foundation materials are comprised of weathered and broken greenstone and in some cases, a tough graywacke overlain by unconsolidated materials ranging from gravel and boulders to blue clayey silt. Volcanic ash is prevalent to the entire area and in high places achieves a depth of five feet. This ash would be a major construction problem in some places as it would be the source of landslides. In its state of repose, this ash is highly compacted yet resilient enough to absorb explosive blasts and, upon being exposed to water, it assumes a consistency similar to axel grease.

-2-

All of these properties will, of course, make excavation very difficult. Muskeg marshes exist wherever drainage is hampered and vary in depth from four to fourteen feet in depth. Highest recorded tide throughout the project area is 14.0 feet.

TRAFFIC:

Projected traffic volumes over this route indicate that the proposed project has a design hourly volume of fifteen vehicles. The traffic will consist of residential traffic, weekend traffic and possible ferry traffic pending the relocation of the Sitka State Ferry Terminal to Rodman Bay. Traffic resulting from logging operations have been disregarded as being negligible. Studies by the U. S. Forest Service indicate that less than three-fourths of one square mile of new logging area would be made accessible by the new road. Areas presently being logged would be completed prior to the earliest possible construction date for the new road and the regrowth factor of these areas is beyond the scope of this report.

PROPOSED IMPROVEMENT:

Projected traffic volumes will require a roadway subgrade width of 34 feet. As previously mentioned elsewhere, the roadway would be constructed to mountainous standards. Cost estimates are based on drainage and grading to subgrade.

STATION BY STATION DISCUSSION:

The following paragraphs are a station by station discussion of the project:

Mile 0 to Mile 1.0

Mile 0 is approximately 500 feet before reaching the present end of the North Sitka Highway. It is necessary to start at this point to achieve the grade requirements at station mile 1.9.

A bridge costing approximately \$110,000.00 will be necessary to cross Starrigavan Creek. This bridge will be approximately 110 feet long and will handle a watershed area of 6.48 square miles. In addition to this runoff, there will be

approximately 8,000 square feet of tidal area in back of the proposed bridge site. The bridge will rest above a stream bed elevation of 8.5 feet.

The first one mile has moderate terrain with grades not exceeding six percent. Clearing and grubbing will cost approximately \$6,000.00 per acre for eight acres. Grading and drainage will cost approximately \$300,000.00 with an additional estimated \$5,000.00 for right of way acquisition.

It is pertinent to note that it will not be possible to utilize the Starrigavan Bridge and extension of the North Sitka Highway as proposed for construction in 1964 by the Bureau of Public Roads, the reason being that it is necessary to move the alignment as far west up the Starrigavan Valley as geometrically possible to achieve the 200 foot elevation at station mile 1.9 on maximum allowable grades.

#### Mile 1 to Mile 2.5

Mile 0.75 to mile 1.0 is on a plus grade of seven percent. From mile 1.0 to mile 1.9 is a plus grade of 10 percent. Terrain throughout this section is very severe. From mile 1.0 to mile 1.8 it will be necessary to cut partial rock benches into the hillside and make hillside fills as high as 75 feet. These high hillside fills will require abutment fills to retain them. Bedrock through mile 0.75 to mile 1.8 is sedimentary of a tough graywacke type. Rock benches are possible, however, the rock planes run parallel to the hillside and care in blasting would, of course, have to be utilized not to overbreak on the downhill side. Consideration would also have to be given not to construct fills that would deteriorate beneath their weight.

Three bridges will be required at mile 1.9 to cross active landslide areas. These bridges will be 210 feet, 150 feet, and 85 feet long. The slide areas are fault zones in the greenstone bedrock. The exposed rock, having a cross sectional shear face of  $\frac{1}{2}$  to 1, in addition to being faulted is weathered and broken. The point of crossing these slide areas is at an elevation of 200 feet. Mile 1.9 is the approximate middle ordinate of the vertical curve for the grades leading up

to and from this point. From this point partial rock benches on a minus grade of 10 percent will be necessary to station mile 2.3. Stable rock benches will be difficult here due to the lack of structural soundness of the greenstone rock that prevails throughout the Katlian Bay area. Mile 2.3 to mile 2.5 is of comparatively moderate terrain and would be of normal fill type construction. Earthwork on this section to mile 2.5 will cost approximately \$1,050,000.00, drainage will cost approximately \$15,000.00 and structures are collectively estimated at \$390,000.00. The earthwork includes the costs for clearing and grubbing.

Thorough studies of alternate routes were conducted in the field before arriving at the previously mentioned course. Two alternate routes were eliminated due to higher costs and lower standards. A shoreline route is not possible due to the extreme depths of water that would be necessary to cross. Depths in excess of 100 feet were encountered immediately off shore throughout the Katlian Bay area with the exception, of course, of Katlian River and South Fork River deltas. It is proposed that this section along with the previous section be let as a single contract to obtain the most economical bid.

#### Mile 2.5 to 3.75

This section of road would traverse across moderately mountainous type terrain. With the exception of 1,000 feet of standing timber, the entire section crosses an area that was logged off during 1961.

Alignment here would be to maximum allowable standards entailing reverse and broken back curves to maintain grades and balance quantities, thereby lowering costs. Grades would be, at best, defined as rolling with maximum grades reaching as high as eight percent. Drainage would best be handled using small bridges, as the debris left by past logging operations is enormous. These bridges would be single span averaging 45 feet in length and high enough to allow a small dozer to clean out the debris that would collect beneath them. There are seven of these bridges costing approximately \$20,000.00 each.

Topping material for this section, as with the previous sections, would come from the Starrigavan Creek area located at mile 0.5. This section is proposed as a single contract due to the enormity of the following section.

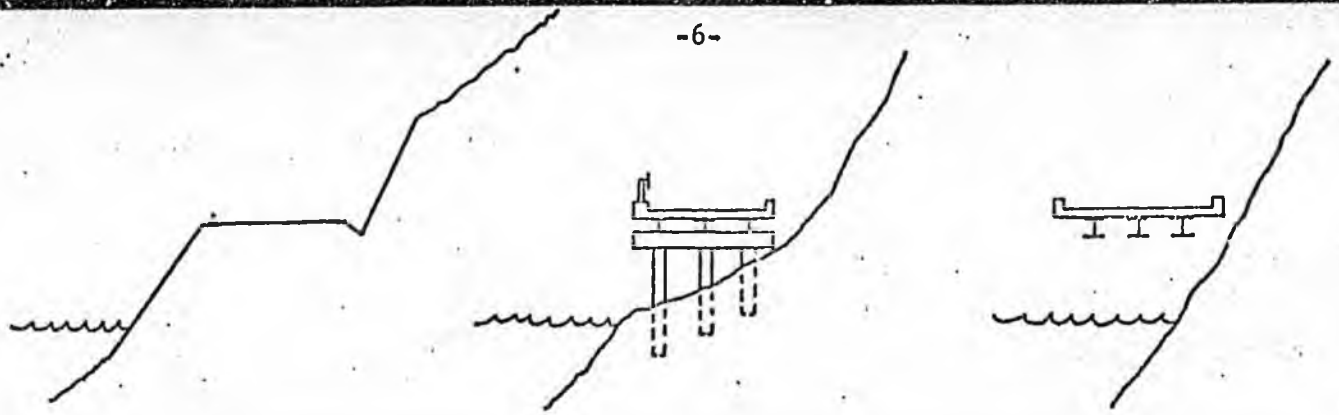
This section will cost approximately \$510,000.00 to construct. This figure allows \$320,000.00 for grading, \$150,000.00 for drainage, and \$40,000.00 for clearing and grubbing. Miscellaneous items such as guardrail, turnouts, etc., are included in the grading estimate.

Mile 3.75 to Mile 7.0

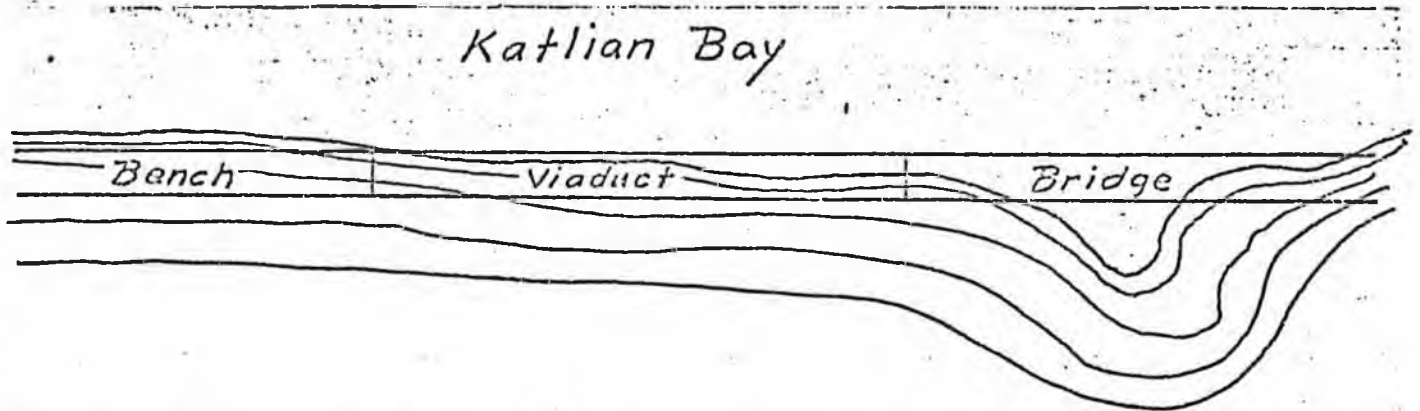
This section is discussed as a unit because it is necessary to extend this section of the project to the South Fork River basin or Katlian River basin areas to obtain the required amounts of select topping materials and concrete aggregate.

Terrain throughout all but the last 4,000 feet is extremely severe. The first 5,000 feet is a sheer rock face rising from the water on a 70-80 degree slope to an average elevation of 425 feet. This rock face is a faulted, weathered, and broken greenstone. The major fault zone extends south into Baranof Island over one mile. Large broken pieces of rock hang and balance on the face of these cliffs and, in some cases, these rock pieces reach the size of a lot size three story building. For reasons of safety, it would be necessary to remove the broken rock prior to the start of grading operations. Immediately offshore the depth of water reaches over 100 feet and rapidly gets deeper. In some places the rock face appears to overhang beneath the water. The next 8,000 feet has an abruptly changing profile with an average elevation of 45 feet. The last 3,000 feet is moderate rolling to flat terrain having foundation materials comprised of glacier gravel of the highest quality.

The first 5,000 feet will require cutting full rock benches where possible and concrete viaduct structure to full single span concrete bridges where only partial foundations are possible. These types of construction are illustrated on page six.



The sketch below illustrates where the different methods of construction would occur:



The above conditions exist for 5,000 feet. The actual construction would entail 950,000 cubic yards of unclassified excavation (rock) and 1,700 feet of concrete viaduct/bridge structure. The rock is priced at \$2.00 per yard and the concrete structures \$1,000.00 per lineal foot. 7,500 cubic yards of type I borrow and 2,500 cubic yards of type II borrow would be required. Both the type I and II borrow would cost about \$1.40 per yard including overhaul. 2,300 feet of guard rail is estimated at \$8.00 per foot. Miscellaneous items such as clearing would cost about \$3,000.00. These items collectively total \$3,635,000.00.

The next 8,000 feet will cost approximately \$760,000.00 including two bridges at mile 4.5 and mile 4.9, which are 100 and 210 feet long respectively. The last portion will cost \$660,000.00. This cost includes a major bridge 235 feet long at South Fork River.

Mile 7.0 to Mile 11.0

The terrain on this portion varies from flat to severe mountainous, as experienced at mile 3.8. The first 10,000 feet includes a major bridge at mile 6.8, the Katlian River. This bridge would be 260 feet long, costing approximately

\$270,000.00 to construct. Heavy bank protection would be required at the abutment fills. The first 10,000 feet will cost approximately \$770,000.00 to construct including the bridge at the Katlian River. The next 10,000 feet will require cutting full rock benches and constructing concrete viaduct structures and bridges to cross active slide areas.

There are a total of eight active landslide areas on the first 4,000 feet. These slides lie in fault zones and appear to be the result of weathering. The size of the slides range from 60 feet across, 200 feet long to 170 feet across and 600 feet long. The hillside on which they lie is, of course, extremely steep at about 65 to 70 degrees. Here again the depth of water immediately offshore is in excess of 100 feet

The cost of constructing the first 4,000 feet is estimated at \$750,000.00 for structures and \$300,000.00 for earthwork and miscellaneous items. The remaining 6,000 feet to mile 11 will cost approximately \$450,000.00, the major item being unclassified excavation (rock). Terrain here is moderate enough to permit normal type construction and the entire section will be simple grading and drainage. Total costs for this entire section is \$2,540,000.00

Mile 11.0 to 20.0

The terrain on this section is rolling with elevations not exceeding 140 feet. Alignment and grades will be to desirable standards with the exception of an 18 degree curve at mile 14.0. Bridges will be required to cross major streams at mile 11.5, mile 17.0 and mile 19.1. Grading and drainage costs through this section are expected to be \$2,700,000.00. Type I and II materials are available on site and overhaul costs would be minor. Clearing and grubbing would cost approximately \$6,000.00 per acre. Mile 12.0 to mile 13.5 is through logged off country and here again small bridges would be the most practical solution to drainage problems.

is the largest single structure on the entire project. The bridge will span a gully 80 feet deep and 270 feet across. Costs for grading will be approximately \$1,140,000.00. Drainage including structures will cost approximately \$500,000.00 for a total cost of \$1,640,000.00.

Mile 39.6 to Mile 41.1

This section ties into logging roads which extend to the proposed end of the project. The terrain traversed by this section is hillside mountainous. Foundation materials are sedimentary graywacke bedrock overlain with unconsolidated materials of blue clayey silt and boulders. Volcanic ash is also present, overlaying the silt material. Clearing here will also be heavy, costing about \$7,000.00 per acre including grubbing. Costs for constructing this section are estimated at \$405,000.00.

Mile 41.1 to Mile 46.1 End of Project

As mentioned previously, logging roads comprise this section entirely. Although a present network of over 27 miles of road exists, these five miles of road are the only segment that is utilized on this project. Costs for widening, straightening, topping and replacing drainage structures will cost an average of \$125,000.00 per mile, for a total of \$625,000.00. The end of this project lies at the most desirable location for a ferry terminal.

SUMMARY:

A summary of costs are listed below:

|      | <u>STATION</u> | <u>COST</u>       |
|------|----------------|-------------------|
| Mile | 0.0 - 1.0      | \$ 305,000.00     |
| Mile | 1.0 - 2.5      | 1,455,000.00      |
| Mile | 2.5 - 3.75     | 510,000.00        |
| Mile | 3.75 - 7.0     | 5,055,000.00      |
| Mile | 7.0 - 11.0     | 2,270,000.00      |
| Mile | 11.0 - 20.0    | 2,700,000.00      |
| Mile | 20.0 - 30.0    | 5,200,000.00      |
| Mile | 30.0 - 36.0    | 2,210,000.00      |
| Mile | 36.0 - 39.6    | 1,640,000.00      |
| Mile | 39.6 - 41.1    | 405,000.00        |
| Mile | 41.1 - 46.1    | <u>625,000.00</u> |

Subtotal \$22,315,000.00

10% Contingencies \$ 2,237,500.00

TOTAL \$24,612,500.00

In addition to these costs there will be the cost of obtaining additional maintenance equipment and increasing the maintenance personnel forces in the Sitka area. Maintenance equipment would include graders, snow removal equipment w/sanders, D-4 catipillar size dozer, and probably a truck-mounted back hoe.

Construction contracts would most desirably be let in the sections as discussed, with the exception of combining mile 0.0 through mile 2.5 and mile 36.0 through 41.1. Total construction time to completion would be approximately twelve years following normal design-construction practices and to obtain the most economical bids. A crash-type program would, of course, cut this time down by constructing more than one section at a time.

CONSIDERATIONS:

As determined, the costs for constructing some sections of this project are exorbitant by any standards and even the moderate terrain sections will be above average in construction and maintenance costs. Serviceability to the public on development of lands made available, assuming the the U. S. Forest Service will release these lands, is dubious due to the anticipated population and industrial development growth factors of the Sitka area. In addition to the 27 miles of logging road in the Rodman Bay area, there is approximately 13 miles of logging road in the Katlian Bay area and an additional 14 miles in the Nakwasina Bay area. All of these roads would be tied into by the construction of the Rodman Bay Road but it is difficult to see what, if any, economic impact this would have on the Sitka area toward creating a financial return on this major expenditure. The Katlian River Valley, however, does contain unlimited quantities of A-I-A gravels which are sorely needed in the Sitka City area. The relocation of the State Ferry Terminal to Rodman Bay would provide increased service to the city of Sitka by eliminating 50 miles of passage through narrows that are passable only during high tides. The additional savings in traveling 100 miles in State Ferry operating costs can be counted twice weekly.

CONCLUSION:

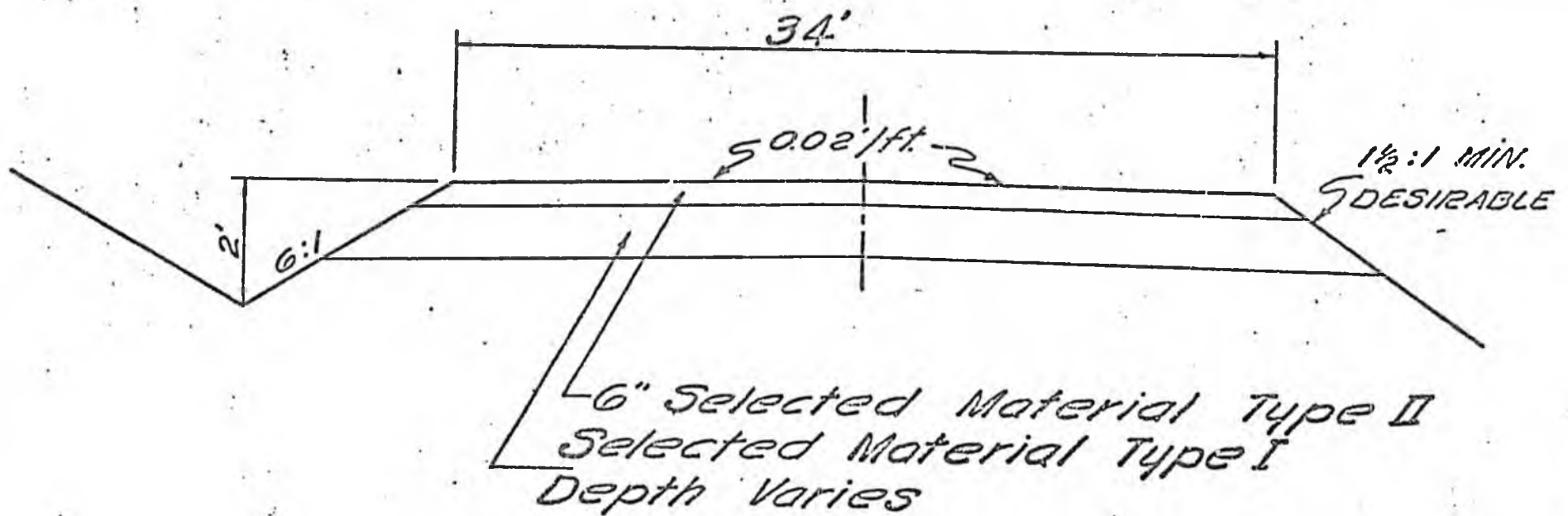
It is recommended that this proposed route be removed from the secondary system and that this project be removed from the five year program. Benefits which may result from construction of this project do not, at this time, justify the anticipated construction cost.

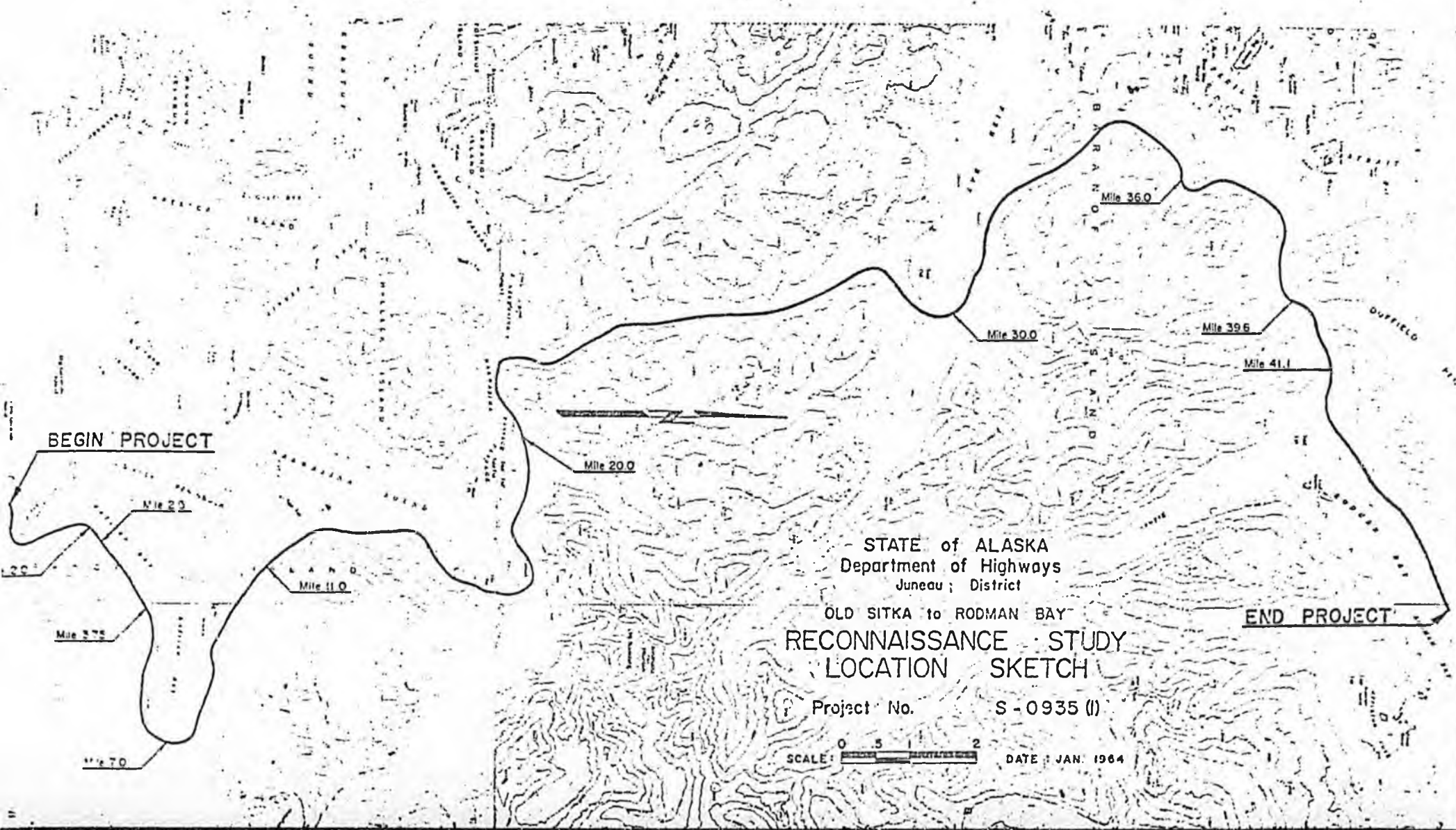
# RECONNAISSANCE STUDY

## TYPICAL SECTION

OLD SITKA to RODMAN BAY

S-0935 (1)





BEGIN PROJECT

END PROJECT

STATE of ALASKA  
Department of Highways  
Juneau District

OLD SITKA to RODMAN BAY  
RECONNAISSANCE STUDY  
LOCATION SKETCH

Project No. S-0935 (I)

SCALE: 0 .5 1 2  
DATE: JAN. 1964



JUNEAU ALASKA

# Alaska State Legislature

## House

February 7, 1973

### FINANCE COMMITTEE BILL ASSIGNMENT

TO: Earl D. Hillstrand  
Chairman, Finance Committee

FROM: Frank Ferguson *FRS*  
Member, Finance Committee

BILL NO: HOUSE CONCURRENT RESOLUTION 21

TITLE: Sitka to Warm Springs Bay - Sitka to Rodman Bay  
Feasibility Study

In accordance with your memorandum of February 7, 1973  
I have reviewed and researched HCR 21.

I find that the Bureau of Public Works (Federal) and  
the Alaska Department of Highways did conduct a  
feasibility study relating to road construction from  
Sitka to Rodman Bay approximately ten years ago.

This project was deemed not feasible at a cost of  
approximately \$1,000,000. (Cost of feasibility study)

The Department of Highways has no plans of  
conducting a similar study for the construction of  
a road between Sitka and Warm Springs.

Based on the past study conducted, I recommend  
no action be taken by the Finance Committee.



JUNEAU ALASKA

Alaska State Legislature  
House

FINANCE COMMITTEE BILL ASSIGNMENT

TO: Representative Ferguson                      DATE: February 7, 1973  
House Finance Committee

FROM: Earl D. Hillstrand  
Chairman  
House Finance Committee

BILL NO.: HCR 21

TITLE: "Requesting a feasibility study of the construction of a road either  
from Sitka to Warm Springs Bay or from Sitka to Rodman Bay."

COMMENTS: This bill has been referred to you for your review  
and research and eventual presentation to the  
committee for their consideration.



JUNEAU ALASKA

# Alaska State Legislature

## House

February 7, 1973

### FINANCE COMMITTEE BILL ASSIGNMENT

TO: Earl D. Hillstrand  
Chairman, Finance Committee

FROM: Frank Ferguson *FFS*  
Member, Finance Committee

BILL NO: HOUSE CONCURRENT RESOLUTION 21

TITLE: Sitka to Warm Springs Bay - Sitka to Rodman Bay  
Feasibility Study

In accordance with your memorandum of February 7, 1973 I have reviewed and researched HCR 21.

I find that the Bureau of Public Works (Federal) and the Alaska Department of Highways did conduct a feasibility study relating to road construction from Sitka to Rodman Bay approximately ten years ago.

This project was deemed not feasible at a cost of approximately \$1,000,000.

The Department of Highways has no plans of conducting a similar study for the construction of a road between Sitka and Warm Springs.

Based on the past study conducted, I recommend no action be taken by the Finance Committee.



# RECORDS CERTIFICATION



I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.

James O. Smith  
Signature of Camera Operator

4/26/89  
Date

COMMITTEE REPORT

2/26/74

HOUSE

Mr. Speaker:

Date 3/12/74

The Committee on FINANCE has had HCR 23

under consideration. A Majority of the members of the Committee

recommends it DO PASS

recommends it DO NOT PASS

recommends it DO PASS WITH ATTACHED AMENDMENT(S)

recommends it BE REPLACED WITH CS FOR \_\_\_\_\_ AND THAT  
CS FOR \_\_\_\_\_ DO PASS

"and" recommends it BE REFERRED TO THE \_\_\_\_\_  
COMMITTEE

reports it back WITHOUT RECOMMENDATION

"other"

Members signing the Majority report:

Farrar \_\_\_\_\_  
WATKINS \_\_\_\_\_  
HARRISON \_\_\_\_\_  
Speaker \_\_\_\_\_

Members NOT concurring in the Majority report:

Mekins recommends: No rec  
\_\_\_\_\_ recommends:  
\_\_\_\_\_ recommends:  
\_\_\_\_\_ recommends:  
\_\_\_\_\_ recommends:

W. K. Farrar Chairman

Introduced: 2/1/74  
Referred: State Affairs and  
Finance

BY THE JUDICIARY COMMITTEE  
BY REQUEST

1 IN THE HOUSE

2 HOUSE CONCURRENT RESOLUTION NO. 23

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - SECOND SESSION

5 Relating to the paving of the Hope Road.

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

7 WHEREAS the Village of Hope, located on the Kenai Peninsula, was founded  
8 in 1896 and has been continuously inhabited since that date; and

9 WHEREAS the village is in sight of Anchorage, but is a 90-mile drive  
10 from that city, connected to the Seward Highway by a 17-mile gravel spur road  
11 that was rebuilt to federal specifications before the 1964 earthquake; and

12 WHEREAS there has been a rapid growth of tourist activity lured by  
13 the completion of U. S. Forest Service campgrounds in the vicinity, and the  
14 construction of more than 20 new summer homes in the past three years; and

15 WHEREAS it is evident from the pall of dust that rises from the present  
16 Hope Road, visible across Turnagain Arm from the Seward Highway near Indian,  
17 that several hundred vehicles use this unpaved road daily in the summer  
18 months; and

19 WHEREAS the severe dust conditions on the road, especially during the  
20 tourist season, subject Hope area residents to serious health hazards; and

21 WHEREAS a nine year old boy was recently killed in an auto crash  
22 directly related to this dust pall; and

23 WHEREAS the cost of maintenance to the state has risen significantly  
24 due to the increase in traffic, and area residents also suffer added auto-  
25 mobile depreciation and tire maintenance costs due to the adverse condition  
26 of the road -- costs that would be reduced significantly by paving of the  
27 road; and

28 WHEREAS, almost one thousand Alaska residents have petitioned for its  
29 paving;

1 BE IT RESOLVED by the Alaska State Legislature that the Governor is  
2 respectfully requested to direct the Department of Highways to pave or  
3 slurry seal the Hope Road from its junction with the Seward Highway to the  
4 Village of Hope as a high priority during the 1974 construction season.

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## MEMORANDUM

State of Alaska

TO: Jay Hogan  
House Finance Committee

DATE: March 4, 1974

FILE NO: 00-3077

FROM: B. A. Campbell  
Commissioner  
Department of Highways

TELEPHONE NO:

SUBJECT: HCR 23

You asked for a fiscal note on HCR 23. I am attaching a memo I recently wrote to Keith Specking which indicates our estimated costs.

Attachment

BAC/mth

## MEMORANDUM

State of Alaska

TO: Honorable Keith Specking  
Alaska State Representative

DATE: March 4, 1974

FILE NO: 00-3077

TELEPHONE NO:

FROM: B. A. Campbell  
Commissioner  
Department of Highways

SUBJECT: HCR 23

You requested that I provide you with paving cost estimates for the Hope Road.

Based on an 18-mile length, we estimate that a double shot slurry seal would cost about \$800,000 and a 1-1/2 " hot mix would cost between \$1.3 and \$1.5 million. This would be very minimum pavement accomplished without the addition of a base course except in those areas vitally needing one.

I doubt that we could do anything worthwhile for less and \$800,000. I believe that we could use federal-aid funds on this project if it were deemed high enough priority.

BAC/mth



# RECORDS



# CERTIFICATION

I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.

James O. Smith  
Signature of Camera Operator

4/26/89  
Date

COMMITTEE REPORT

2-5-73

HOUSE

Mr. Speaker:

Date 3-1-73

The Committee on FINANCE has had HCR 24

under consideration. A Majority of the members of the Committee

( ) recommends it DO PASS

( ) recommends it DO NOT PASS

(X) recommends it DO PASS WITH ATTACHED <sup>FINANCE</sup> AMENDMENT(S)

( ) recommends it BE REPLACED WITH CS FOR \_\_\_\_\_ AND THAT

CS FOR \_\_\_\_\_ DO PASS

( ) "and" recommends it BE REFERRED TO THE \_\_\_\_\_

COMMITTEE

(X) reports it back WITHOUT RECOMMENDATION as amended.

( ) "other"

Members signing the Majority report:

|                    |                    |       |
|--------------------|--------------------|-------|
| <u>[Signature]</u> | <u>[Signature]</u> | _____ |
| <u>[Signature]</u> | <u>[Signature]</u> | _____ |
| <u>[Signature]</u> | <u>[Signature]</u> | _____ |
| <u>[Signature]</u> | <u>[Signature]</u> | _____ |

Members NOT concurring in the Majority report:

[Signature] recommends: Do not pass unless amended

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

[Signature] Chairman

A M E N D M E N T

Offered in the HOUSE

By FINANCE

To: \_\_\_\_\_ HOUSE BILL NO. \_\_\_\_\_

\_\_\_\_\_ SENATE BILL NO. \_\_\_\_\_

HOUSE CONCURRENT RESOLUTION NO. 24

AMENDMENT: Page 1 Line s 18 and 19

Change: "reconstruction the highest priority during the 1972  
construction season.

to read: "reconstruction a high priority."

Introduced: 1/25/73  
Referred: State Affairs  
and Finance

1 IN THE HOUSE

BY OSE

2 HOUSE CONCURRENT RESOLUTION NO. 24

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - FIRST SESSION

5 Relating to the Birchwood Loop Road.

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

7 WHEREAS in the Anchorage area the Birchwood Loop Road is, every day of  
8 the week, one of the most heavily traveled arteries; and

9 WHEREAS, in addition to the high volume of traffic, it is located in  
10 an extremely densely populated area; and

11 WHEREAS the road is currently in an unsafe condition, thus endangering  
12 the motoring public as well as pedestrians in the vicinity of the road; and

13 WHEREAS the condition of this road is such that with each passing day  
14 more deterioration occurs and the road already is beyond the stage where it  
15 could simply be repaired;

16 BE IT RESOLVED by the Legislature that the Governor is respectfully  
17 requested to direct the Department of Highways to plan for the immediate  
18 reconstruction of the Birchwood Loop Road by making its reconstruction the  
19 ~~highest~~ <sup>a</sup> priority, during the 1973 construction season.



JUNEAU ALASKA

# Alaska State Legislature

## House

FINANCE COMMITTEE ASSIGNMENT REPORT February 7, 1973

TO: Earl D. Hillstrand  
Chairman, Finance Committee

FROM: Frank Ferguson *FF*  
Member, Finance Committee

BILL NO: HOUSE CONCURRENT RESOLUTION 24  
TITLE: Relating to the Birchwood Loop Road

In accordance with your memorandum of February 7, 1973 I have reviewed and researched HCR 24.

I find that the present 5-year plans of the Department of Highways indicates that construction and paving is scheduled for Calendar Year 77. I have been advised by the Department of Highways that surveys were done last year. I am further advised that because of considerable design and right of way work, there is no possible chance of including it in the 1973 construction season.

I understand that there is considerable public interest on the upgrading of this road. The Department of Highways has noted that some residents of the area do not particularly care to construct a straighter road. Their argument is based on the theory that the straighter the road the faster the speed. The Department of Highways anticipates holding public hearings prior to taking final action and awarding a public contract.

Because of the work already started and the present plans of the Department of Highways, I recommend that no action be taken by the Finance Committee.



JUNEAU ALASKA

Alaska State Legislature  
House

FINANCE COMMITTEE BILL ASSIGNMENT

TO: Representative Ferguson  
House Finance Committee

DATE: February 7, 1973

FROM: Earl D. Hillstrand  
Chairman  
House Finance Committee

BILL NO.: HOUSE CONCURRENT RESOLUTION 24

TITLE: "Relating to the Birchwood Loop Road."

COMMENTS: This bill has been referred to you for your review  
and research and eventual presentation to the  
committee for their consideration.



# RECORDS CERTIFICATION



I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.

James O. Smith  
Signature of Camera Operator

4/26/89  
Date

Requesting that the M/V WICKERSHAM be restored to service in Southeast Alaska and be used to inaugurate an all-Alaska transportation route linking Southcentral Alaska ports with those in Southeastern Alaska and the continental United States.

## COMMITTEE REPORT

### HOUSE

Mr. Speaker:

Date \_\_\_\_\_

The Committee on FINANCE has had HCR 26

under consideration. A Majority of the members of the Committee

( ) recommends it DO PASS

( ) recommends it DO NOT PASS

( ) recommends it DO PASS WITH ATTACHED AMENDMENT(S)

(X) recommends it BE REPLACED WITH CS FOR HCR 26 AND THAT

CS FOR HCR 26 DO PASS

( ) "and" recommends it BE REFERRED TO THE \_\_\_\_\_

COMMITTEE

( ) reports it back WITHOUT RECOMMENDATION

( ) "other"

Members signing the Majority report:

|                 |              |              |
|-----------------|--------------|--------------|
| <u>_____</u>    | <u>_____</u> | <u>_____</u> |
| <u>WATZWILK</u> | <u>_____</u> | <u>_____</u> |
| <u>_____</u>    | <u>_____</u> | <u>_____</u> |
| <u>Spink</u>    | <u>_____</u> | <u>_____</u> |

Members NOT concurring in the Majority report:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

\_\_\_\_\_ Chairman

Requesting that the M/V WICKERSHAM be restored to service in Southeast Alaska and be used to inaugurate an all-Alaska transportation route linking Southcentral Alaska ports with those in Southeastern Alaska and the continental United States.

## COMMITTEE REPORT

### HOUSE

Mr. Speaker:

Date \_\_\_\_\_

The Committee on FINANCE has had HCR 26

under consideration. A Majority of the members of the Committee

recommends it DO PASS

recommends it DO NOT PASS

recommends it DO PASS WITH ATTACHED AMENDMENT(S)

recommends it BE REPLACED WITH CS FOR HCR 26 AND THAT

CS FOR HCR 26 DO PASS

"and" recommends it BE REFERRED TO THE \_\_\_\_\_

COMMITTEE

reports it back WITHOUT RECOMMENDATION

"other"

Members signing the Majority report:

|                 |                 |       |
|-----------------|-----------------|-------|
| <u>Ferguson</u> | <u>Ferguson</u> | _____ |
| <u>Watzwick</u> | <u>Watzwick</u> | _____ |
| <u>Hamm</u>     | <u>Hamm</u>     | _____ |
| <u>Spahn</u>    |                 | _____ |

Members NOT concurring in the Majority report:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

Cliff Ferguson Chairman

Requesting that the M/V WICKERSHAM be restored to service in Southeast Alaska and be used to inaugurate an all-Alaska transportation route linking Southcentral Alaska ports with those in Southeastern Alaska and the continental United States.

## COMMITTEE REPORT

### HOUSE

Mr. Speaker:

Date \_\_\_\_\_

The Committee on FINANCE has had HCR 26

under consideration. A Majority of the members of the Committee

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(X) recommends it BE REPLACED WITH CS FOR HCR 26 AND THAT

CS FOR HCR 26 DO PASS

( ) "and" recommends it BE REFERRED TO THE \_\_\_\_\_

COMMITTEE

( ) reports it back WITHOUT RECOMMENDATION

( ) "other"

Members signing the Majority report:

|                 |                 |       |
|-----------------|-----------------|-------|
| <u>Finn</u>     | <u>Finn</u>     | _____ |
| <u>Watzwick</u> | <u>Watzwick</u> | _____ |
| <u>Hamm</u>     | <u>Hamm</u>     | _____ |
| <u>Spahn</u>    | <u>Spahn</u>    | _____ |

Members NOT concurring in the Majority report:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

Cliff Finn Chairman

BY SPECKING, M. MILLER, BANFIELD, BARBER,  
BEIRNE, BRADNER, CARROL, DEGNAN, ELIASON  
FISCHER, FREEMAN, FRITZ, GARDINER, HAUGEN,  
HUBER, MCVEIGH, MALONE, MEEKINS, NAUGHTON,  
PARKER, TILLION AND WILSON

1 IN THE HOUSE

2 HOUSE CONCURRENT RESOLUTION NO. 26

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - SECOND SESSION

5 Requesting that the M/V WICKERSHAM be  
6 restored to service in Southeast Alaska  
7 and be used to inaugurate an all-Alaska  
8 transportation route linking Southcentral  
9 Alaska ports with those in Southeastern  
10 Alaska and the continental United States.

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

12 WHEREAS the Department of Administration, in compliance with both ch.  
13 34, SLA 1971 (authorization of sale), and a 1972 Act of Congress (three-  
14 year waiver of Jones Act) has in good faith undertaken negotiations for the  
15 sale of the M/V WICKERSHAM, but, to date, no sale has been consummated; and

16 WHEREAS, during the course of the globally advertised sale, through  
17 internationally known ship brokers, the M/V WICKERSHAM has incurred substan-  
18 tial costs without producing any revenue: dockage fees, maintenance to  
19 prevent deterioration and crew salaries to ensure her safety and security;  
20 and

21 WHEREAS restoration to service of the M/V WICKERSHAM, even under the  
22 present Jones Act waiver, would permit use of this vessel during periods  
23 when the capacity of existing "on line" ferryliners in the Southeast segment  
24 of the Alaska Marine Highway is insufficient to meet demand; and

25 WHEREAS, already in 1974, the M/V MALASPINA, operating on a once-  
26 weekly round trip schedule between Seattle and the Haines-Skagway terminals,  
27 responding to increased winter tourism and the imminence of trans-Alaska  
28 pipeline construction, is experiencing a demand for vehicle space and  
29 passenger berths 10 per cent greater than her capacity to accommodate them;

1 and

2 WHEREAS, the MALASPINA will be in drydock for annual maintenance during  
3 March and April, 1974, a period when experience indicates that the tourist  
4 traffic begins, but also when the impact of the "start up" for the trans-  
5 Alaska pipeline will begin to press the state's transportation network; and

6 WHEREAS Alaska's ferry system must have the vehicle and passenger  
7 capacity to meet that demand -- a demand that cannot be satisfied by the  
8 MALASPINA's less spacious sister ship, M/V MATANUSKA, that will take the  
9 MALASPINA's place while she is in drydock because the MATANUSKA has space  
10 for 20 per cent fewer vehicles than the MALASPINA and can accommodate but  
11 one-third of the number of passengers in berths that the MALASPINA can  
12 provide; and

13 WHEREAS the demand for ferry transportation, however, could be met if  
14 the WICKERSHAM is used to supplement the present Seattle service by adding  
15 a second weekly round trip sailing during the absence of the MALASPINA and  
16 until the M/V COLUMBIA is in service because the temporary Jones Act waiver  
17 does not expire until the COLUMBIA actually is plying the Inside Passage  
18 between Seattle and Southeast Alaska; and

19 WHEREAS it is entirely possible that due to construction delays the  
20 M/V COLUMBIA may not be in service as scheduled on May 31, 1974; and, even  
21 if it is available, it is evident that the State of Alaska will require the  
22 use of the new ferryliners as well as the M/V WICKERSHAM to supply urgently  
23 required transportation services now and in the foreseeable future; and

24 WHEREAS the M/V COLUMBIA, now under construction as the WICKERSHAM's  
25 replacement, contrary to popular understanding, is not, in terms of its  
26 equipment and facilities, a precise equivalent of the M/V WICKERSHAM because  
27 the COLUMBIA lacks the lifeboat, hospital and radio room equipment and  
28 facilities that are mandatory requirements for ocean-going certification by  
29 the United States Coast Guard, as well as the stabilizing equipment that is

1 highly desirable for ocean-going service -- all of which the WICKERSHAM  
2 possesses; and

3 WHEREAS to equip the M/V COLUMBIA according to U. S. Coast Guard speci-  
4 fications for ocean-going service, plus stabilizers, would require an  
5 expenditure in excess of \$500,000 beyond the COLUMBIA's original contract  
6 price; and

7 WHEREAS the cost of replacing the M/V WICKERSHAM in terms of today's  
8 prices is at least four times her original cost to the State of Alaska, or  
9 nearly \$30 million; if constructed new, several years of planning, general  
10 obligation bond authorization, ballot approval and bond sale, and bidding  
11 and construction would be consumed; and

12 WHEREAS the retention of the M/V WICKERSHAM, either under a five-year  
13 extension of the present Jones Act waiver, or under a permanent exemption  
14 from its provisions, will permit the Division of Marine Transportation to  
15 inaugurate intertie ferry service across the Gulf of Alaska between Juneau  
16 and Seward thus linking Southeast and Southcentral ports along the Alaska  
17 Marine Highway on an all-Alaska route with the only vessel presently equipped  
18 and certified to perform that service at a particularly critical time when  
19 Alaska must use every available element in its transportation system to  
20 ensure the movement of personnel, equipment and supplies essential to the  
21 construction of the trans-Alaska pipeline; and

22 WHEREAS, in 1973, the legislature adopted House Concurrent Resolution  
23 No. 18, amended in the Senate, requesting a feasibility study of state  
24 ferry service between Southcentral Alaska and the continental United States  
25 with intermediate stops in Southeast Alaska, and that study demonstrated  
26 the desirability of the trans-Gulf ferry route; and

27 WHEREAS the only way the need can be determined is to commence service  
28 on the route for a period of time sufficient to test actual public demand  
29 with the one vessel presently capable of providing ocean-going service; and

1           WHEREAS it is well known that on her annual round trip for overhaul  
2 and maintenance the M/V TUSTUMENA, the state's only other ocean-going  
3 certified vessel, carries a capacity load of vehicles and passengers across  
4 the Gulf of Alaska to Juneau and Seattle by only advertising the voyage in  
5 the City of Seward or by word of mouth; and

6           WHEREAS, as pointed out in HCR 18 am S, by no stretch of the imagina-  
7 tion can a trans-Gulf ferry route be considered parallel to existing highways  
8 and

9           WHEREAS tentative explorations indicate that obtaining a Jones Act  
10 waiver extension is not beyond the realm of possibility, especially consider-  
11 ing that the state has made very substantial capital outlays since the  
12 acquisition of the WICKERSHAM in 1968 in major construction of new vessels,  
13 lengthening and improvement of existing ferryliners; these, plus additions  
14 to the state's ferry fleet projected for the immediate future, as well as  
15 annual overhaul and maintenance (all work supplied by the American ship-  
16 building industry), total in excess of \$60 million over the last six and next  
17 two years; and

18           WHEREAS it is now clear that the original cost of the M/V WICKERSHAM  
19 pales in significance alongside the projected expenditure of state funds  
20 for present and future expansion and modernization, as well as continuing  
21 expenditures for annual operation and maintenance of the Alaska Marine  
22 Highway fleet in American shipbuilding facilities; and

23           WHEREAS Alaska's experience indicates clearly that marine highway  
24 maintenance costs compare very favorably with standard highway maintenance  
25 costs; and

26           WHEREAS failure to sell the WICKERSHAM suggests that modern ferry  
27 vessels can be designed in Europe and built either in European or Japanese  
28 shipyards at less cost than the sale price demanded by the State of Alaska  
29 for the M/V WICKERSHAM; it is equally apparent that the economics of the

1 shipbuilding industry worldwide may be such that the WICKERSHAM is not  
2 saleable at any price the state will accept; therefore, to keep the M/V  
3 WICKERSHAM tied up at a Seattle pier is to waste a \$10 million state asset  
4 when this vessel, even under the present temporary waiver of the Jones Act,  
5 still can provide a valuable, useful service by the transportation of  
6 Alaska residents and visitors to this state, especially during the peak  
7 months of tourist demand on the state ferry system -- demand that is occurring  
8 earlier with each passing year -- as well as during the immediate future as  
9 the state experiences the impact of the trans-Alaska pipeline;

10 BE IT RESOLVED by the Alaska State Legislature that the Governor is  
11 respectfully requested to direct the Commissioner of Administration, the  
12 Commissioner of Public Works, and the Director of the Division of Marine  
13 Transportation to take the following course of action:

14 (1) cease all efforts to sell the M/V WICKERSHAM, notwithstanding  
15 the provisions of ch. 34, SLA 1971;

16 (2) expedite the annual overhaul of the M/V WICKERSHAM and, not  
17 later than March 1, 1974, or as soon thereafter as completion of drydock  
18 maintenance will permit, restore the M/V WICKERSHAM to service in Southeast  
19 Alaska so that it will be available during March, April and May when, due  
20 to the drydock status of the M/V MALASPINA, the demand for vehicle and pas-  
21 senger berth space will far exceed the capacity of the M/V MATANUSKA to  
22 meet it, and, in any event, until the M/V COLUMBIA actually is in service  
23 along the Inside Passage from Seattle to Southeast Alaska;

24 (3) following the arrival "on line" of the M/V COLUMBIA in  
25 Southeast Alaska, begin trans-Gulf of Alaska ferry service between Juneau  
26 and Seward and transfer the M/V WICKERSHAM to that route;

27 (4) begin construction of compatible docking and terminal facili-  
28 ties for the M/V WICKERSHAM at Seward and plan their construction at Cordova  
29 and Yakutat as intermediate stops;

1 (5) immediately begin efforts to obtain at least a five-year  
2 extension of the temporary waiver of the Jones Act, if not a permanent  
3 exemption from its provisions, pointing out to the United States Congress  
4 the reality of the world market for a used ferry vessel and the very substan-  
5 tial investment currently being made, and projected for the future, in  
6 American-built ferryliners, in their construction, operation and maintenance;  
7 and

8 BE IT FURTHER RESOLVED that, absent an extension of the present waiver  
9 of, or a permanent exemption from, the Jones Act, the Governor is respectfully  
10 requested to direct the Commissioner of Public Works and the Director of  
11 Marine Transportation to take the following action with respect to the M/V  
12 WICKERSHAM:

13 (1) cease all efforts to sell the vessel, notwithstanding the  
14 provisions of ch. 34, SLA 1971; expedite annual maintenance in drydock;

15 (2) use the vessel "on line" in the state ferry system only  
16 during the annual tourist season for an express, nonstop service between  
17 Seward, Haines, Juneau, Ketchikan and Prince Rupert or Vancouver;

18 (3) limit this express service to foot passengers and passenger  
19 vehicles and those pickup trucks or similar vehicles without camper equipment  
20 so that the overhead auto racks may be used, thus doubling the present car  
21 deck capacity of the WICKERSHAM;

22 (4) lease the WICKERSHAM during fall, winter and spring months  
23 for service as a ferry or ferry-cruise ship elsewhere in the world where  
24 ferry service is expanding and where Jones Act restrictions are inapplicable,  
25 using as a model the ferry M/S BOLERO, owned and operated by the Swedish  
26 organization, Lion Ferry A/B, that plies between Portland, Maine and  
27 Yarmouth, Nova Scotia (on the Prince of Fundy line) during the summer  
28 season, and between Miami, Florida and Veracruz, Mexico, via the Yucatan  
29 Peninsula, during the fall, winter and spring.

The Legislature of the State of Alaska  
FISCAL NOTE  
Second Session - Eighth Legislature

I. REQUEST

Bill Identification: House Concurrent Res. No. 26

Title: Restore WICKERSHAM to service - Inaugurate Cross Gulf Route

Requested by: Legislative Finance Date: February 7, 1974

Return Date Requested: February 14, 1974

Agency: Department of Public Works Program: Transportation

II. FISCAL DETAIL

Budget Request Unit(s) Affected: Marine Transportation

A. EXPENDITURES: (Thousands of dollars)

| OBJECT                   | FY 74          | FY 75          | FY 76          | FY 77          | FY 78          | FY 79          |
|--------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 100 PERSONAL SERVICES    | \$900          | \$2,900        | \$3,150        | \$3,350        | \$3,550        | \$3,760        |
| 200 TRAVEL               | 15             | 20             | 25             | 25             | 30             | 30             |
| 300 CONTRACTUAL          | 50             | 3,400*         | 430            | 460            | 490            | 520            |
| 400 COMMODITIES          | 145            | 660            | 710            | 770            | 830            | 890            |
| 500 EQUIPMENT            | 10             | 20             | 25             | 25             | 30             | 30             |
| 600 LAND & STRUCTURES    | -0-            | -0-            | -0-            | -0-            | -0-            | -0-            |
| 700 GRANTS, CLAIMS, ETC. | -0-            | -0-            | -0-            | -0-            | -0-            | -0-            |
| <b>TOTAL</b>             | <b>\$1,100</b> | <b>\$7,000</b> | <b>\$4,340</b> | <b>\$4,630</b> | <b>\$4,930</b> | <b>\$5,230</b> |

B. FUNDING: (Thousands of dollars)

|               |       |        |       |       |       |       |
|---------------|-------|--------|-------|-------|-------|-------|
| GENERAL FUND  | 1,020 | 4,000  | 4,340 | 4,630 | 4,930 | 5,230 |
| FEDERAL FUNDS |       |        |       |       |       |       |
| OTHER         |       | 3,000* |       |       |       |       |

\*includes funds for construction of terminal facilities at Seward and Yakutat

C. POSITIONS:

|                     |         |          |          |          |          |          |
|---------------------|---------|----------|----------|----------|----------|----------|
| PERMANENT/TEMPORARY | 117/-0- | 117/-0-  | 119/-0-  | 119/-0-  | 119/-0-  | 119/-0-  |
| MAN MONTHS (P./T.)  | 450/-0- | 1200/-0- | 1224/-0- | 1224/-0- | 1224/-0- | 1224/-0- |

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

FY-74 information has been expanded from the Division of Marine Transportation request for supplemental appropriation to operate the M/V WICKERSHAM for a ten (10) week period from February 26 thru April 30.

FY-75 succeeding years were based upon report "SOUTHEAST-SOUTHCENTRAL CONNECTION" prepared by the Division of Marine Transportation in March 1973. Costs in this report have been updated to reflect unexpected use in fuel costs. Expenses from FY-76 on include personnel to operate Yakutat and Seward terminals

IV. ATTACHMENTS

V. DATE: 2/15/74

PREPARED BY: Sherman D. Burton

Sherman D. Burton  
Traffic Manager

Original: Legislative Finance  
cc: Budget and Management  
Prime Sponsor (First Legislator Named)



# RECORDS



# CERTIFICATION

I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.

James O. Smith  
Signature of Camera Operator

4/26/89  
Date

# COMMITTEE REPORT

2-2-73

## HOUSE

Mr. Speaker:

Date February 20, 1973

The Committee on FINANCE has had HCP 26

under consideration. A Majority of the members of the Committee

recommends it DO PASS

recommends it DO NOT PASS

recommends it DO PASS WITH ATTACHED AMENDMENT(S)

recommends it BE REPLACED WITH CS FOR \_\_\_\_\_ AND THAT

CS FOR \_\_\_\_\_ DO PASS

"and" recommends it BE REFERRED TO THE \_\_\_\_\_

COMMITTEE

reports it back WITHOUT RECOMMENDATION

"other"

Members signing the Majority report:

|       |       |       |
|-------|-------|-------|
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| _____ | _____ | _____ |

Members NOT concurring in the Majority report:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends:

\_\_\_\_\_ Chairman



JUNEAU ALASKA

Alaska State Legislature  
House

FINANCE COMMITTEE BILL ASSIGNMENT

TO: Representative Barber                      DATE: February 5, 1973  
House Finance Committee

FROM: Earl D. Hillstrand  
Chairman  
House Finance Committee

BILL NO.: HOUSE CONCURRENT RESOLUTION 26

TITLE: "Relating to the delineation of the territorial sea;  
contiguous zone and certain internal waters of the U. S."

COMMENTS: This bill has been referred to you for your review  
and research and eventual presentation to the  
ccmmittee for their consideration.

Introduced: 1/26/73  
Referred: Judiciary and  
Financ.

1 IN THE HOUSE

BY HARTIG, HUBER AND URION

2 HOUSE CONCURRENT RESOLUTION NO. 26

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - FIRST SESSION

5 Relating to the delineation of the  
6 territorial sea, contiguous zone and  
7 certain internal waters of the United  
8 States.

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

10 WHEREAS the coastline of Alaska meanders for approximately a total of  
11 34,000 miles and represents over 50 per cent of the total United States sea-  
12 coast; and

13 WHEREAS the International Convention of 1951 approved the measuring of  
14 Norway's coastline by the straight baseline method; and

15 WHEREAS the Convention of the Territorial Sea and Contiguous Zone, in  
16 1958, adopted the straight baseline method of delineating coastlines; and

17 WHEREAS the United States is a signatory to the Convention of the  
18 Territorial Sea and Contiguous Zone; and

19 WHEREAS Alaska's coastline is deeply indented and highly irregular and  
20 otherwise meets the criteria established in the "Norway Fisheries Case" and  
21 the Convention of the Territorial Sea and Contiguous Zone for application of  
22 the straight baseline method of measuring coastlines; and

23 WHEREAS, if the coastline of Alaska were measured by other than the  
24 straight baseline method, where applicable, it could mean added disaster  
25 for our state's fisheries as some waters historically defined as internal  
26 waters of the state could be delimited as territorial sea or even international  
27 waters; and

28 WHEREAS it is vital to the State of Alaska and the Nation that Alaska's  
29 seaward boundaries be clearly defined as measured by the straight baseline

1 method where that method would be applicable;

2 BE IT RESOLVED by the Legislature that the Governor is respectfully  
3 requested to direct the Department of Natural Resources to immediately prepare  
4 detailed maps of the state applying the straight baseline concept to the  
5 coastline of Alaska; and be it

6 FURTHER RESOLVED that at the earliest possible time after completion  
7 of the maps that the Governor direct the Commissioner of Natural Resources,  
8 and the Attorney General, or their designees, as well as a designee of the  
9 Governor, together with one representative to be appointed by the Speaker of  
10 the House and one senator to be appointed by the President of the Senate,  
11 to travel to Washington, D. C.; and be it

12 FURTHER RESOLVED that while in Washington they work with Alaska's  
13 Congressional delegation and with the Departments of State, Interior, and  
14 Defense to persuade the federal government to permit Alaska's coastline to  
15 be measured by the straight baseline method where that method would be  
16 applicable.

Re HCR #26

Earl

It is my understanding  
that HCR #26 will not entail  
additional expenditures other than  
~~the~~ per-diem costs. As  
the work should be done  
this summer, would appreciate  
any effort to move it  
along.

Bob Hartig

The Legislature of the State of Alaska  
 FISCAL NOTE  
 First Session - Eighth Legislature

I. REQUEST

Bill Identification: HCR 26  
 Title: Territorial Sea delimitation  
 Requested by: Legislative Finance Date: 2/5/73  
 Return Date Requested: 2/12/73  
 Agency: Natural Resources Program: Cadastral Engineering

II. FISCAL DETAIL

Budget Request Unit(s) Affected: Cadastral Engineering

A. EXPENDITURES: (Thousands of dollars)

| OBJECT                   | FY 73 | FY 74 | FY 75 | FY 76 | FY 77 | FY 78 |
|--------------------------|-------|-------|-------|-------|-------|-------|
| 100 PERSONAL SERVICES    | 14.6  |       |       |       |       |       |
| 200 TRAVEL               |       |       |       |       |       |       |
| 300 CONTRACTUAL          |       |       |       |       |       |       |
| 400 COMMODITIES          | 0.1   |       |       |       |       |       |
| 500 EQUIPMENT            | 0.7   |       |       |       |       |       |
| 600 LAND & STRUCTURES    |       |       |       |       |       |       |
| 700 GRANTS, CLAIMS, ETC. |       |       |       |       |       |       |
| TOTAL                    | 15.4  |       |       |       |       |       |

B. FUNDING: (Thousands of dollars)

|               |      |  |  |  |  |  |
|---------------|------|--|--|--|--|--|
| GENERAL FUND  | 15.4 |  |  |  |  |  |
| FEDERAL FUNDS |      |  |  |  |  |  |
| OTHER         |      |  |  |  |  |  |

*Only if Cartographer would be completely tied up for 1 year which is unlikely.*

C. POSITIONS:

|                     |   |   |   |   |   |   |
|---------------------|---|---|---|---|---|---|
| PERMANENT/TEMPORARY | / | / | / | / | / | / |
| MAN MONTHS (P./T.)  | / | / | / | / | / | / |

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

*Cloud Hoffman, Chief Cadastral Engineer, believes that his staff can handle the project within his requested budget. See attached memo. Would not be a continuing item. Added Cartographer would be necessary for other mapping requirements*

*Travel costs covered by budget. Would be combined with trips for other matters.*

IV. ATTACHMENTS

V. DATE: 2-15-73

PREPARED BY: W.C. Fackler

Original: Legislative Finance  
 cc: Budget and Management  
 Prime Sponsor (First Legislator Named)



5

FY 74

OPERATING EXPENDITURES  
ANALYSIS OF MAINTENANCE LEVEL

| AGENCY            | CATEGORY    | code |                   |
|-------------------|-------------|------|-------------------|
| Natural Resources | PROGRAM     | 42   | Land & Water Mgmt |
| DIVISION          | SUB-PROGRAM | 03   | Admin & Support   |
| Lands             | ELEMENT     | 01   | Cadastral Engr    |
|                   | SUB-ELEMENT |      |                   |

| CODE | ITEM                                               | AMOUNT | FUNDING SOURCE | EXPLANATION                                                                                                                                                                                                                                      |
|------|----------------------------------------------------|--------|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 01   | Cadastral Engineering FY 73 Authorized             | 415.3  | G.F            |                                                                                                                                                                                                                                                  |
|      | <u>Cartographic and Drafting Workload Increase</u> | 15.4   | 15.4GF         | Increased Statewide activity concerning State lands contributes to our constant increasing records and <u>mapping workloads. One (1) new Cartographer is needed to continue maintenance level work. Our daily records have to be current.</u>    |
|      |                                                    |        |                | PERSONAL SERVICES - 14.6<br>Cartographer II                                                                                                                                                                                                      |
|      |                                                    |        |                | COMMODITIES - .1                                                                                                                                                                                                                                 |
|      |                                                    |        |                | EQUIPMENT - .7<br><u>15.4</u>                                                                                                                                                                                                                    |
|      | EQUIPMENT                                          | (2.8)  |                | This decrease is basically due to no survey vehicle purchase FY 74 as in FY 73 (Includes .7 for new Cartographer).                                                                                                                               |
|      | Other Increased Costs                              | 41.8   | 41.8GF         | Increase due to personnel services increased benefits and have a heavy vacancy and turnover factor applied FY 73; slight increase for travel and purchase of serial and status books for our daily land office use and survey contract increase. |
|      |                                                    |        |                | PERSONNEL SERVICES (containing additional 3% benefits) + 27                                                                                                                                                                                      |
|      |                                                    |        |                | COMMODITIES (includes .1 for new Cartographer) + 3                                                                                                                                                                                               |
|      |                                                    |        |                | TRAVEL + 3                                                                                                                                                                                                                                       |
|      |                                                    |        |                | CONTRACTUAL + 10                                                                                                                                                                                                                                 |
|      |                                                    |        |                | This is for new Cartographer (.1 + .7) -                                                                                                                                                                                                         |
|      |                                                    |        |                | Sub-total = 4                                                                                                                                                                                                                                    |
|      | FY 74 Maintenance Level                            | 469.7  | 469.7GF        |                                                                                                                                                                                                                                                  |

0064

13

FY 74

PERSONAL SERVICES  
REQUEST FOR NEW POSITION

ALASKA  
DIV. OF LANDS  
RECEIVED  
MAY 5 1974  
ANCHORAGE, ALASKA

|                   |             |      |                   |
|-------------------|-------------|------|-------------------|
| AGENCY            | CATEGORY    | code |                   |
| Natural Resources | PROGRAM     | 04   | NR MGMT & EN CON  |
| DIVISION          | SUB PROGRAM | 42   | Land & Water Mgmt |
| Lands             | ELEMENT     | 03   | Admin & Support   |
|                   | SUB ELEMENT | 01   | Cadastral Engr    |

|                     |                 |                |                            |    |          |           |
|---------------------|-----------------|----------------|----------------------------|----|----------|-----------|
| POSITION TITLE      | Cartographer II |                | RANGE                      | 15 | LOCATION | Anchorage |
| TYPE OF POSITION    | Permanent       | NEW            | M/C:                       | M  | PRIORITY | 1         |
|                     | Full-time       | ESTABLISHED    |                            |    |          |           |
| TYPE OF EXPENDITURE | FY 74           |                | DETAIL OF RELATED EXPENSES |    |          |           |
|                     | AMOUNT          | FUNDING SOURCE |                            |    |          |           |
| PERSONAL SERVICES   | 14,616          | General Fund   | 12,130 and benefits 2430   |    |          |           |
| EQUIPMENT           | 686             |                |                            |    |          |           |
| OTHER               | 50              |                |                            |    |          |           |
| TOTAL               | 15,350          |                |                            |    |          |           |

| PROJECTIONS    |              | FY 75  | FY 76  | FY 77  | FY 78  |
|----------------|--------------|--------|--------|--------|--------|
| TOTAL EXPENSES |              |        |        |        |        |
| FUNDING SOURCE | General Fund | 15,470 | 16,320 | 17,170 | 18,020 |
|                |              |        |        |        |        |
|                |              |        |        |        |        |

**EXPLANATION:** This position is required due to substantial increases in all areas of cartographic work. Various important Engineering Projects have come to a stand still due to lack of adequate cartographic personnel. We need to update and improve plats and maps utilized by the Division for Oil & Gas leasing, land disposals, tideland and shoreland problems, daily status plats, subdivision plats and contract survey plats. The need now exists more than ever, for special use and interest maps, depicting many different aspects of the current State land situations. Since good, clear, concise maps are the only logical way to present this information at meetings, conferences and to the public, and due to the unique position Alaska is in regarding activities affecting State land, it is apparant that this demand will increase. Position will perform cartographic work, primarily at a Cartographer II level under the immediate supervision of PCN 101027, Cartographer III.

|          |                                      |             |                                      |                              |      |
|----------|--------------------------------------|-------------|--------------------------------------|------------------------------|------|
| GOVERNOR | APPROVED <input type="checkbox"/>    | LEGISLATURE | APPROVED <input type="checkbox"/>    | CERTIFICATION BY AGENCY HEAD | DATE |
|          | DISAPPROVED <input type="checkbox"/> |             | DISAPPROVED <input type="checkbox"/> |                              |      |

APPROVED CLASSIFICATION

CLASS CODE

RANGE

APPROVED BY:

EFFECTIVE DATE

LOCATION

PCN

00652

The Legislature of the State of Alaska  
 FISCAL NOTE  
 First Session - Eighth Legislature

HCR 26

I. REQUEST

Bill Identification: HCR 26  
 Title: Territorial Sea Delineation  
 Requested by: Legislative Finance Date: 2/5/73  
 Return Date Requested: 2/12/73  
 Agency: Natural Resources Program: Cadastral Engineering

II. FISCAL DETAIL

Budget Request Unit(s) Affected: Cadastral Engineering  
 A. EXPENDITURES: (Thousands of dollars)

| OBJECT                   | FY 73 | FY 74 | FY 75 | FY 76 | FY 77 | FY 78 |
|--------------------------|-------|-------|-------|-------|-------|-------|
| 100 PERSONAL SERVICES    | 14.6  |       |       |       |       |       |
| 200 TRAVEL               |       |       |       |       |       |       |
| 300 CONTRACTUAL          |       |       |       |       |       |       |
| 400 COMMODITIES          | 0.1   |       |       |       |       |       |
| 500 EQUIPMENT            | 0.7   |       |       |       |       |       |
| 600 LAND & STRUCTURES    |       |       |       |       |       |       |
| 700 GRANTS, CLAIMS, ETC. |       |       |       |       |       |       |
| TOTAL                    | 15.4  |       |       |       |       |       |

B. FUNDING: (Thousands of dollars)

|               |      |  |  |  |  |  |
|---------------|------|--|--|--|--|--|
| GENERAL FUND  | 15.4 |  |  |  |  |  |
| FEDERAL FUNDS |      |  |  |  |  |  |
| OTHER         |      |  |  |  |  |  |

Only if Cartographer would be completely tied up for 1 year which is unlikely.

C. POSITIONS:

|                     |   |   |   |   |   |   |
|---------------------|---|---|---|---|---|---|
| PERMANENT/TEMPORARY | / | / | / | / | / | / |
| MAN MONTHS (P./T.)  | / | / | / | / | / | / |

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)  
 Cloud Hoffman, Chief Cadastral Engineer, believes that his staff can handle the project within his requested budget. See attached memo. Would not be a continuing item. Added Cartographer would be necessary for other mapping requirements.

Travel costs covered by budget. Would be combined with trips for other matters.

IV. ATTACHMENTS

V. DATE: 2/15/73 PREPARED BY: /S/ W. C. Fackler

Original: Legislative Finance  
 cc: Budget and Management  
 Prime Sponsor (First Legislator Named)



# RECORDS CERTIFICATION



I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.

James O. Smith  
Signature of Camera Operator

4/26/89  
Date

*allied*  
Original sponsor: Specking,  
M. Miller and Banfield, et al

Offered: 3/14/74  
Referred: Rules

1 IN THE HOUSE

BY THE FINANCE COMMITTEE

2 CS FOR HOUSE CONCURRENT RESOLUTION NO. 26

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - SECOND SESSION

5 Requesting that the M/V WICKERSHAM be  
6 restored to service in Southeast Alaska  
7 and be used to inaugurate an all-Alaska  
8 transportation route linking Southcentral  
9 Alaska ports with those in Southeastern  
10 Alaska and the continental United States.

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

12 WHEREAS the Department of Administration, in compliance with both ch.  
13 34, SLA 1971 (authorization of sale), and a 1972 Act of Congress (three-  
14 year waiver of Jones Act) has in good faith undertaken negotiations for the  
15 sale of the M/V WICKERSHAM, but, to date, no sale has been consummated; and

16 WHEREAS, during the course of the globally advertised sale, through  
17 internationally known ship brokers, the M/V WICKERSHAM has incurred substan-  
18 tial costs without producing any revenue: dockage fees, maintenance to  
19 prevent deterioration and crew salaries to ensure her safety and security;  
20 and

21 WHEREAS restoration to service of the M/V WICKERSHAM, even under the  
22 present Jones Act waiver, would permit use of this vessel during periods  
23 when the capacity of existing "on line" ferryliners in the Southeast segment  
24 of the Alaska Marine Highway is insufficient to meet demand; and

25 WHEREAS, already in 1974, the M/V MALASPINA, operating on a once-  
26 weekly round trip schedule between Seattle and the Haines-Skagway terminals,  
27 responding to increased winter tourism and the imminence of trans-Alaska  
28 pipeline construction, is experiencing a demand for vehicle space and  
29 passenger berths 10 per cent greater than her capacity to accommodate them;

COMMITTEE COPY

1 and

2 WHEREAS, the MALASPINA will be in drydock for annual maintenance during  
3 March and April, 1974, a period when experience indicate that the tourist  
4 traffic begins, but also when the impact of the "start up" for the trans-  
5 Alaska pipeline will begin to press the state's transportation network; and

6 WHEREAS Alaska's ferry system must have the vehicle and passenger  
7 capacity to meet that demand -- a demand that cannot be satisfied by the  
8 MALASPINA's less spacious sister ship, M/V NATANUSKA, that will take the  
9 MALASPINA's place while she is in drydock because the NATANUSKA has space  
10 for 20 per cent fewer vehicles than the MALASPINA and can accommodate but  
11 one-third of the number of passengers in berths that the MALASPINA can  
12 provide; and

13 WHEREAS the demand for ferry transportation, however, could be met if  
14 the WICKERSHAM is used to supplement the present Seattle service by adding  
15 a second weekly round trip sailing during the absence of the MALASPINA and  
16 until the M/V COLUMBIA is in service because the temporary Jones Act waiver  
17 does not expire until the COLUMBIA actually is plying the Inside Passage  
18 between Seattle and Southeast Alaska; and

19 WHEREAS it is entirely possible that due to construction delays the  
20 M/V COLUMBIA may not be in service as scheduled on May 31, 1974; and, even  
21 if it is available, it is evident that the State of Alaska will require the  
22 use of the new ferryliners as well as the M/V WICKERSHAM to supply urgently  
23 required transportation services now and in the foreseeable future; and

24 WHEREAS the M/V COLUMBIA, now under construction as the WICKERSHAM's  
25 replacement, contrary to popular understanding, is not, in terms of its  
26 equipment and facilities, a precise equivalent of the M/V WICKERSHAM because  
27 the COLUMBIA lacks the lifeboat, hospital and radio room equipment and  
28 facilities that are mandatory requirements for ocean-going certification by  
29 the United States Coast Guard, as well as the stabilizing equipment that is

1 highly desirable for ocean-going service -- all of which the WICKERSHAM  
2 possesses; and

3 WHEREAS to equip the M/V COLUMBIA according to U. S. Coast Guard speci-  
4 fications for ocean-going service, plus stabilizers, would require an  
5 expenditure in excess of \$500,000 beyond the COLUMBIA's original contract  
6 price; and

7 WHEREAS the cost of replacing the M/V WICKERSHAM in terms of today's  
8 prices is at least four times her original cost to the State of Alaska, or  
9 nearly \$30 million; if constructed new, several years of planning, general  
10 obligation bond authorization, ballot approval and bond sale, and bidding  
11 and construction would be consumed; and

12 WHEREAS the retention of the M/V WICKERSHAM, either under a five-year  
13 extension of the present Jones Act waiver, or under a permanent exemption  
14 from its provisions, will permit the Division of Marine Transportation to  
15 inaugurate intertie ferry service across the Gulf of Alaska between Juneau  
16 and Seward thus linking Southeast and Southcentral ports along the Alaska  
17 Marine Highway on an all-Alaska route with the only vessel presently equipped  
18 and certified to perform that service at a particularly critical time when  
19 Alaska must use every available element in its transportation system to  
20 ensure the movement of personnel, equipment and supplies essential to the  
21 construction of the trans-Alaska pipeline; and

22 WHEREAS, in 1973, the legislature adopted House Concurrent Resolution  
23 No. 18, amended in the Senate, requesting a feasibility study of state  
24 ferry service between Southcentral Alaska and the continental United States  
25 with intermediate stops in Southeast Alaska, and that study demonstrated  
26 the desirability of the trans-Gulf ferry route; and

27 WHEREAS the only way the need can be determined is to commence service  
28 on the route for a period of time sufficient to test actual public demand  
29 with the one vessel presently capable of providing ocean-going service; and

1       WHEREAS it is well known that on her annual round trip for overhaul  
2 and maintenance the M/V TUSTUMENA, the state's only other ocean-going  
3 certified vessel, carries a capacity load of vehicles and passengers across  
4 the Gulf of Alaska to Juneau and Seattle by only advertising the voyage in  
5 the City of Seward or by word of mouth; and

6       WHEREAS, as pointed out in HCR 18 am S, by no stretch of the imagina-  
7 tion can a trans-Gulf ferry route be considered parallel to existing highways  
8 and

9       WHEREAS tentative explorations indicate that obtaining a Jones Act  
10 waiver extension is not beyond the realm of possibility, especially consider-  
11 ing that the state has made very substantial capital outlays since the  
12 acquisition of the WICKERSHAM in 1968 in major construction of new vessels,  
13 lengthening and improvement of existing ferryliners; these, plus additions  
14 to the state's ferry fleet projected for the immediate future, as well as  
15 annual overhaul and maintenance (all work supplied by the American ship-  
16 building industry), total in excess of \$60 million over the last six and next  
17 two years; and

18       WHEREAS it is now clear that the original cost of the M/V WICKERSHAM  
19 pales in significance alongside the projected expenditure of state funds  
20 for present and future expansion and modernization, as well as continuing  
21 expenditures for annual operation and maintenance of the Alaska Marine  
22 Highway fleet in American shipbuilding facilities; and

23       WHEREAS Alaska's experience indicates clearly that marine highway  
24 maintenance costs compare very favorably with standard highway maintenance  
25 costs; and

26       WHEREAS failure to sell the WICKERSHAM suggests that modern ferry  
27 vessels can be designed in Europe and built either in European or Japanese  
28 shipyards at less cost than the sale price demanded by the State of Alaska  
29 for the M/V WICKERSHAM; it is equally apparent that the economics of the

1 shipbuilding industry worldwide may be such that the WICKERSHAM is not  
2 saleable at any price the state will accept; therefore, to keep the M/V  
3 WICKERSHAM tied up at a Seattle pier is to waste a \$10 million state asset  
4 when this vessel, even under the present temporary waiver of the Jones Act,  
5 still can provide a valuable, useful service by the transportation of  
6 Alaska residents and visitors to this state, especially during the peak  
7 months of tourist demand on the state ferry system -- demand that is occurring  
8 earlier with each passing year -- as well as during the immediate future as  
9 the state experiences the impact of the trans-Alaska pipeline;

10 BE IT RESOLVED by the Alaska State Legislature that the Governor is  
11 respectfully requested to direct the Commissioner of Administration, the  
12 Commissioner of Public Works, and the Director of the Division of Marine  
13 Transportation to take the following course of action:

14 (1) cease all efforts to sell the M/V WICKERSHAM, notwithstanding  
15 the provisions of ch. 34, SLA 1971;

16 (2) expedite the annual overhaul of the M/V WICKERSHAM and, not  
17 later than March 1, 1974, or as soon thereafter as completion of drydock  
18 maintenance will permit, restore the M/V WICKERSHAM to service in Southeast  
19 Alaska so that it will be available during March, April and May when, due  
20 to the drydock status of the M/V MALASPINA, the demand for vehicle and pas-  
21 senger berth space will far exceed the capacity of the M/V MATANUSKA to  
22 meet it, and, in any event, until the M/V COLUMBIA actually is in service  
23 along the Inside Passage from Seattle to Southeast Alaska;

24 (3) following the arrival "on line" of the M/V COLUMBIA in  
25 Southeast Alaska, begin trans-Gulf of Alaska ferry service between Juneau  
26 and Seward and transfer the M/V WICKERSHAM to that route;

27 (4) begin construction of compatible docking and terminal facili-  
28 ties for the M/V WICKERSHAM at Seward and plan their construction at Cordova  
29 and Yakutat as intermediate stops;

1 (5) immediately begin efforts to obtain at least an extension of  
2 the temporary waiver of the Jones Act, pointing out to the United States  
3 Congress the reality of the world market for a used ferry vessel and the  
4 very substantial investment currently being made, and projected for the  
5 future, in American-built ferryliners, in their construction, operation and  
6 maintenance; and be it

7 FURTHER RESOLVED that, absent an extension of the present waiver of  
8 the Jones Act, the Governor is respectfully requested to direct the Commis-  
9 sioner of Public Works and the Director of Marine Transportation to take the  
10 following action with respect to the M/V WICKERSHAM:

11 (1) cease all efforts to sell the vessel, notwithstanding the  
12 provisions of ch. 34, SLA 1971; expedite annual maintenance in drydock;

13 (2) use the vessel "on line" in the state ferry system only during  
14 the annual tourist season for an express, nonstop service between Seward,  
15 Haines, Juneau, Ketchikan and Prince Rupert or Vancouver;

16 (3) limit this express service to foot passengers and passenger  
17 vehicles and those pickup trucks or similar vehicles without camper equip-  
18 ment so that the overhead auto racks may be used, thus doubling the present  
19 car deck capacity of the WICKERSHAM.  
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ALASKA STATE LEGISLATURE

EIGHTH Legislature SECOND Session

HOUSE CONCURRENT RES NO. 26

By SPECKING, M. MILLER, BANFIELD, BARBER, BEIRNE, BRADNER, CARROL, DEGNAN, ELIASON, FISCHER, FREEMAN, FRITZ, GARDINER, HAUBEN, HUBER, MCVEIGH, MALONE, MEEKINS, NAUGHTON, PARKER, TILLION AND WILSON

Requesting that the M/V WICKERSHAM be restored to service in Southeast Alaska and be used to inaugurate an all-Alaska transportation route linking Southcentral Alaska ports with those in Southeastern Alaska and the continental United States.

CSHCR 26 BY FINANCE

Offered: 3/14/74  
Referred: Rules

TITLE: Same

M/V WICKERSHAM-restore service

Introduced in the House 27 1/19 74

HISTORY IN THE HOUSE

19 74

Feb 1 Read first time and referred to Committee on State Affairs and Finance

Feb 6 Reported back with recommendation that State Affairs do pass to Finance

Mar 14 Finance report of CSHCR do pass to Rules

Mar 15 Read second time and CSHCR adopted considered on final passage

Read third time and

Mar 15 PASSED : Yeas voice  
: Nays  
: Absent vote  
: Excused

Effective Date

PASS : Yeas  
: Nays  
: Absent  
: Excused

Mar 15 Reported correctly engrossed  
" 15 Signed by Speaker  
" 15 Sent to Senat

*Gene Carter*  
CHIEF CLERK OF THE HOUSE

HISTORY IN THE SENATE

19 74

3 18 Read first time and referred to Committee on Finance

3 19 Reported back with recommendation that State Affairs do pass to Finance

Read second time and

Read third time and

PASS : Yeas  
: Nays  
: Absent  
: Excused

Effective Date

PASS : Yeas  
: Nays  
: Absent  
: Excused

Reported correctly engrossed  
Signed by President  
Returned to House

SECRETARY OF THE SENATE

HISTORY IN THE HOUSE

19

Received from Senate

Reported correctly enrolled

Sent to Governor

By Governor

Filed with Lt. Governor

Chapter No.

Original sponsor: Specking,  
M. Miller and Banfield, et al

Offered: 3/14/74  
Referred: Rules

1 IN THE HOUSE BY THE FINANCE COMMITTEE  
2 CS FOR HOUSE CONCURRENT RESOLUTION NO. 26  
3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
4 EIGHTH LEGISLATURE - SECOND SESSION

5 Requesting that the M/V WICKERSHAM be  
6 restored to service in Southeast Alaska  
7 and be used to inaugurate an all-Alaska  
8 transportation route linking Southcentral  
9 Alaska ports with those in Southeastern  
10 Alaska and the continental United States.

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

12 WHEREAS the Department of Administration, in compliance with both ch.  
13 34, SLA 1971 (authorization of sale), and a 1972 Act of Congress (three-  
14 year waiver of Jones Act) has in good faith undertaken negotiations for the  
15 sale of the M/V WICKERSHAM, but, to date, no sale has been consummated; and

16 WHEREAS, during the course of the globally advertised sale, through  
17 internationally known ship brokers, the M/V WICKERSHAM has incurred substan-  
18 tial costs without producing any revenue: dockage fees, maintenance to  
19 prevent deterioration and crew salaries to ensure her safety and security;  
20 and

21 WHEREAS restoration to service of the M/V WICKERSHAM, even under the  
22 present Jones Act waiver, would permit use of this vessel during periods  
23 when the capacity of existing "on line" ferryliners in the Southeast segment  
24 of the Alaska Marine Highway is insufficient to meet demand; and

25 WHEREAS, already in 1974, the M/V MALASPINA, operating on a once-  
26 weekly round trip schedule between Seattle and the Haines-Skagway terminals,  
27 responding to increased winter tourism and the imminence of trans-Alaska  
28 pipeline construction, is experiencing a demand for vehicle space and  
29 passenger berths 10 per cent greater than her capacity to accommodate them;

1 and

2 WHEREAS, the MALASPINA will be in drydock for annual maintenance during  
3 March and April, 1974, a period when experience indicates that the tourist  
4 traffic begins, but also when the impact of the "start up" for the trans-  
5 Alaska pipeline will begin to press the state's transportation network; and

6 WHEREAS Alaska's ferry system must have the vehicle and passenger  
7 capacity to meet that demand -- a demand that cannot be satisfied by the  
8 MALASPINA's less spacious sister ship, M/V MATANUSKA, that will take the  
9 MALASPINA's place while she is in drydock because the MATANUSKA has space  
10 for 20 per cent fewer vehicles than the MALASPINA and can accommodate but  
11 one-third of the number of passengers in berths that the MALASPINA can  
12 provide; and

13 WHEREAS the demand for ferry transportation, however, could be met if  
14 the WICKERSHAM is used to supplement the present Seattle service by adding  
15 a second weekly round trip sailing during the absence of the MALASPINA and  
16 until the M/V COLUMBIA is in service because the temporary Jones Act waiver  
17 does not expire until the COLUMBIA actually is plying the Inside Passage  
18 between Seattle and Southeast Alaska; and

19 WHEREAS it is entirely possible that due to construction delays the  
20 M/V COLUMBIA may not be in service as scheduled on May 31, 1974; and, even  
21 if it is available, it is evident that the State of Alaska will require the  
22 use of the new ferryliners as well as the M/V WICKERSHAM to supply urgently  
23 required transportation services now and in the foreseeable future; and

24 WHEREAS the M/V COLUMBIA, now under construction as the WICKERSHAM's  
25 replacement, contrary to popular understanding, is not, in terms of its  
26 equipment and facilities, a precise equivalent of the M/V WICKERSHAM because  
27 the COLUMBIA lacks the lifeboat, hospital and radio room equipment and  
28 facilities that are mandatory requirements for ocean-going certification by  
29 the United States Coast Guard, as well as the stabilizing equipment that is

1 highly desirable for ocean-going service -- all of which the WICKERSHAM  
2 possesses; and

3 WHEREAS to equip the M/V COLUMBIA according to U. S. Coast Guard speci-  
4 fications for ocean-going service, plus stabilizers, would require an  
5 expenditure in excess of \$500,000 beyond the COLUMBIA's original contract  
6 price; and

7 WHEREAS the cost of replacing the M/V WICKERSHAM in terms of today's  
8 prices is at least four times her original cost to the State of Alaska, or  
9 nearly \$30 million; if constructed new, several years of planning, general  
10 obligation bond authorization, ballot approval and bond sale, and bidding  
11 and construction would be consumed; and

12 WHEREAS the retention of the M/V WICKERSHAM, either under a five-year  
13 extension of the present Jones Act waiver, or under a permanent exemption  
14 from its provisions, will permit the Division of Marine Transportation to  
15 inaugurate intertie ferry service across the Gulf of Alaska between Juneau  
16 and Seward thus linking Southeast and Southcentral ports along the Alaska  
17 Marine Highway on an all-Alaska route with the only vessel presently equipped  
18 and certified to perform that service at a particularly critical time when  
19 Alaska must use every available element in its transportation system to  
20 ensure the movement of personnel, equipment and supplies essential to the  
21 construction of the trans-Alaska pipeline; and

22 WHEREAS, in 1973, the legislature adopted House Concurrent Resolution  
23 No. 18, amended in the Senate, requesting a feasibility study of state  
24 ferry service between Southcentral Alaska and the continental United States  
25 with intermediate stops in Southeast Alaska, and that study demonstrated  
26 the desirability of the trans-Gulf ferry route; and

27 WHEREAS the only way the need can be determined is to commence service  
28 on the route for a period of time sufficient to test actual public demand  
29 with the one vessel presently capable of providing ocean-going service; and

1           WHEREAS it is well known that on her annual round trip for overhaul  
2 and maintenance the M/V TUSTUMENA, the state's only other ocean-going  
3 certified vessel, carries a capacity load of vehicles and passengers across  
4 the Gulf of Alaska to Juneau and Seattle by only advertising the voyage in  
5 the City of Seward or by word of mouth; and

6           WHEREAS, as pointed out in HCR 18 am S, by no stretch of the imagina-  
7 tion can a trans-Gulf ferry route be considered parallel to existing highways  
8 and

9           WHEREAS tentative explorations indicate that obtaining a Jones Act  
10 waiver extension is not beyond the realm of possibility, especially consider-  
11 ing that the state has made very substantial capital outlays since the  
12 acquisition of the WICKERSHAM in 1968 in major construction of new vessels,  
13 lengthening and improvement of existing ferryliners; these, plus additions  
14 to the state's ferry fleet projected for the immediate future, as well as  
15 annual overhaul and maintenance (all work supplied by the American ship-  
16 building industry), total in excess of \$60 million over the last six and next  
17 two years; and

18           WHEREAS it is now clear that the original cost of the M/V WICKERSHAM  
19 pales in significance alongside the projected expenditure of state funds  
20 for present and future expansion and modernization, as well as continuing  
21 expenditures for annual operation and maintenance of the Alaska Marine  
22 Highway fleet in American shipbuilding facilities; and

23           WHEREAS Alaska's experience indicates clearly that marine highway  
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21 senger berth space will far exceed the capacity of the M/V MATANUSKA to  
22 meet it, and, in any event, until the M/V COLUMBIA actually is in service  
23 along the Inside Passage from Seattle to Southeast Alaska;

24 (3) following the arrival "on line" of the M/V COLUMBIA in  
25 Southeast Alaska, begin trans-Gulf of Alaska ferry service between Juneau  
26 and Seward and transfer the M/V WICKERSHAM to that route;

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