

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

HCR 26 cont., 27, 28, 34, 35, 36, 37 268

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 \$10 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-
TOTAL	\$1,100	\$7,000	\$4,340	\$4,630	\$4,930	\$5,230

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-75 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)

COMMITTEE REPORT

3/19/74

SENATE

Mr. President:

Date _____

The Committee on FINANCE has had CS HCR 26
WICKERSHAM service to S.E. Alaska & Southcentral ports
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

COMMITTEE REPORT

3/18/74

SENATE

Mr. President:

Date March 18, 1974

The Committee on STATE AFFAIRS has had CS HCR 26
WICKERSHAM service to S.E. Alaska and Southcentral ports
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" *individual recommendations*

Members signing the Majority report:

Gov. Harris DO ~~NOT~~ PASS

Sue Kay DO NOT PASS - FINANCIALLY IMPRACTICAL

Wentz No - Rec.

R. L. Kelly ✓

Keith H. Miller Do Pass

Members NOT concurring in the Majority report:

- _____ recommends:
- _____ recommends:
- _____ recommends:
- _____ recommends:
- _____ recommends:

Keith H. Miller Chairman



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

2-6-73

HOUSE

Mr. Speaker:

Date 2-1-73

The Committee on FINANCE has had HCR 27

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:

<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 without amendment

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

[Signature] Chairman

A M E N D M E N T

Offered in the HOUSE

By WINANCE

To: _____ HOUSE BILL NO. _____

_____ SENATE BILL NO. _____

HOUSE CONCURRENT RESOLUTION NO. 27

AMENDMENT: Page 1 Lines 21 and 22

Change "project of the highest priority during the 1973
construction season."

To read: "project of high priority."



JUNEAU ALASKA

Alaska State Legislature
House

FINANCE COMMITTEE BILL ASSIGNMENT

TO: Representative Specking
House Finance Committee

DATE: February 7, 1973

FROM: Earl D. Hillstrand
Chairman
House Finance Committee

BILL NO.: HCR 27

TITLE: "Relating to the construction of a road between Hydaburg and Hollis."

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

Introduced: 1/26/73
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY HAUGEN

2 HOUSE CONCURRENT RESOLUTION NO. 27

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - FIRST SESSION

5 Relating to the construction of a
6 road between Hydaburg and Hollis.

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

8 WHEREAS, for a number of years, the top community priority for Hydaburg
9 has been the construction of a connecting road to Hollis; and

10 WHEREAS now a regional high school for various west coast villages is
11 in the planning stages and a road link to Hollis would greatly facilitate
12 Hydaburg's participation in the school project; and

13 WHEREAS the proposed road would provide access not only to the neighbor-
14 ing villages of Craig and Klawock but also to the proposed ferry terminal at
15 Hollis as well; and

16 WHEREAS this road, if built, would enable the various villages to
17 obtain shipped goods at vastly reduced costs due to access to the ferry
18 terminal;

19 BE IT RESOLVED by the Alaska Legislature that the Governor is respect-
20 fully requested to direct the Department of Highways to make the construction
21 of a connecting road between Hydaburg and Hollis a project of the highest
22 priority during the 1973 construction season.

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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

Introduced: 2/4/74
Referred: Health, Education &
Social Services and Finance

BY THE HEALTH, EDUCATION AND
SOCIAL SERVICES COMMITTEE BY
REQUEST OF THE INTERIM COMMITTEE
ON HEALTH CARE, SOCIAL SERVICES
AND MENTAL HEALTH DELIVERY
SYSTEMS

1 IN THE HOUSE

2 HOUSE CONCURRENT RESOLUTION NO. 27

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - SECOND SESSION

5 Relating to a feasibility study of a
6 computerized data delivery system in
7 the Department of Health and Social
8 Services.

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

10 WHEREAS many states use data processing and computer services for con-
11 sumer information storage and retrieval, grant computation and case status
12 changes, food stamp initial eligibility and continuing eligibility determina-
13 tion, management information systems, including quality control, medical
14 payments processing, and social services case management and monitoring, and
15 many other functions; and

16 WHEREAS use of data processing and computers may be more efficient, more
17 responsive, and less costly than present systems and procedures employed to
18 perform this work and provide these services and materials; and

19 WHEREAS it is in the best interests of the State of Alaska that health,
20 mental health, and social services be provided to the people of this state
21 in an efficient and economical manner; and

22 WHEREAS the implementation of a computerized data delivery system may
23 significantly improve the efficiency and economy of the delivery of such ser-
24 vices by the Department of Health and Social Services in this state;

25 BE IT RESOLVED by the Alaska State Legislature that the Governor is
26 respectfully requested to urge the Commissioner of the Department of Health
27 and Social Services to undertake a comprehensive study to determine the
28 feasibility of implementing a computer system in the Department of Health
29 and Social Services, and to make recommendations regarding the use of the

1 system by the department to the Governor.

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

I. REQUEST

Bill Identification: HCR 27/SCR 14
 Title: Feasibility Study of Computerized System, Department of Health & Social Servs.
 Requested by: _____ Date: _____
 Return Date Requested: _____
 Agency: Dept. of Health & Social Services Program: Administration and Support

II. FISCAL DETAIL

Administration and Support

Budget Request Unit(s) Affected: Dept. of Health & Social Services

A. EXPENDITURES: (Thousands of dollars)

OBJECT	FY 74	FY 75	FY 76	FY 77	FY 78	FY 79
100 PERSONAL SERVICES						
200 TRAVEL	65.0					
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	65.0	-0-	-0-	-0-	-0-	-0-

B. FUNDING: (Thousands of dollars)

GENERAL FUND	65.0					
FEDERAL FUNDS	-0-					
OTHER	-0-					

C. POSITIONS: NOT APPLICABLE

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

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

A. ASSUMPTIONS

1. The feasibility study will be let for competitive bid.
2. The requirements of the feasibility study are to:
 - a) Survey the Department's needs for information and information processing, with consideration given to federal reporting requirements;
 - b) Analyze cost-effectiveness of existing systems;
 - c) List alternatives to and for all recommended automated system development;
 (See attached page.)

IV. ATTACHMENTS

None

V. DATE: 3/12/74

PREPARED BY: [Signature]

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

02/20

ASSUMPTIONS (Continued):

- d) Make specific and fully justified recommendations, including projected costs;
 - e) Present conceptual design of a Department data processing plan incorporating the recommendations of the study.
3. No federal financial participation without prior approval of federal agency, therefore, no federal receipts are projected as a funding source.

B. PROGRAM SUMMARY:

A survey as proposed will, itself, necessitate no other expenditures, however the survey must be regarded as the first fiscal step in a growing financial involvement, as it is presumed the survey will recommend additional expenditures for costs of detailed systems plans, programs and hardware. Federal financial participation for development and implementation of automated systems for Public Assistance Grant-in-Aid Welfare programs may be 90% if the State is able to utilize existing systems of other states on shared or transfer basis, and is able to show its own planned concept based on feasibility. Expenditures for the feasibility study are based on preliminary telephonic information from systems development consultants who would likely be bidders. \$50,000 has been quoted as a possible minimum; actual bid will be determined by scope of work.



RECORDS CERTIFICATION



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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 28

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 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:

<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. 28

AMENDMENT: Page 1 Line 25 and 26

Change: 'of the highest priority during the 1973 construction season.'

To read: 'of a high priority.'

Introduced: 1/29/73
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY OSE,FRITZ,HACKNEY,HARTIG,
HUBER,URION AND FISCHER

2 HOUSE CONCURRENT RESOLUTION NO.28

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - FIRST SESSION

5 Relating to the highway between
6 Chugiak and Palmer.

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

8 WHEREAS of all the roads in the state highway system, that portion of
9 the system between Chugiak and Palmer where the Anchorage-Palmer road con-
10 nects with the new Anchorage to Fairbanks highway is in a continual state
11 of disrepair; and

12 WHEREAS the highway between Chugiak and the Palmer area is one of the
13 most heavily traveled areas in the state; and

14 WHEREAS this stretch of road, due to its deteriorating condition, is
15 one of the most hazardous in the entire state; and

16 WHEREAS it is essential, both for the safety of the motoring public and
17 for the convenience of the public, that this portion of the state highway
18 system be repaired immediately and then be continuously maintained;

19 BE IT RESOLVED by the Legislature that the Governor is respectfully
20 requested to direct the Department of Highways to make the necessary repairs
21 to that portion of the state highway system which lies between Chugiak and
22 Palmer and to continuously thereafter maintain the road in proper condition
23 for the safety of the public; and be it

24 FURTHER RESOLVED that the repairing and upgrading of the highway system
25 between Chugiak and Palmer be of the highest priority during the 1973 con-
26 struction season.

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JUNEAU ALASKA

Alaska State Legislature

House

FINANCE COMMITTEE ASSIGNMENT REPORT

TO: Earl D. Hillstrand
Chairman Finance Committee

DATE: February 7, 1973

FROM: Frank Ferguson *FFS*
Member, Finance Committee

BILL NO.: HOUSE CONCURRENT RESOLUTION 28

TITLE: "Relating to the highway between Chugiak and Palmer."

I have reviewed and researched HCR 28 as it relates to subject title. My analysis and findings indicated that the Department of Highways have included subject title in their current five-year construction plans.

It is anticipated that two additional lanes will be added between Eagle River and Peters Creek by 1975 and that rebuilding and the reconstruction of the existing lanes will be accomplished by the same year. Total cost for this portion is \$3,130,000.00.

From Skibowl to Eagle River, A distance of 6.8 miles, construction is scheduled for 1974 at a total cost of \$6,300,000.00

From Peters Creek to Eklutna the construction is scheduled for 1975 at an estimated cost of \$1,400,000.00.

A bid to repair and reconstruct the bridge decks on the Knik and the Matanuska Rivers will soon be awarded. This phase of the program is anticipated to be completed by this summer.

Based on my review and research of HCR 28, 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 28

TITLE: "Relating to the highway between Chugiak and Palmer."

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

FINANCE COMMITTEE BILL ASSIGNMENT

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

FROM: Earl D. Hillstrand
Chairman
House Finance Committee

BILL NO.: HOUSE CONCURRENT RESOLUTION 28

TITLE: "Relating to the highway between Chugiak and Palmer."

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

AGO 750760



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

HOUSE

3/27/74

Mr. Speaker:

Date 3/27/74

The Committee on FINANCE has had HCR 28

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:

[Handwritten Signature] _____
[Handwritten Signature] _____
[Handwritten Signature] _____
[Handwritten Signature] _____

Members NOT concurring in the Majority report:

_____ recommends:
_____ recommends:
_____ recommends:
_____ recommends:
_____ recommends:

[Handwritten Signature] Chairman

Introduced: 2/5/74
Referred: Resources and
Finance

1 IN THE HOUSE

BY SPECKING

2

HOUSE CONCURRENT RESOLUTION NO. 28

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

EIGHTH LEGISLATURE - SECOND SESSION

5

Relating to the disposition of the

6

state royalty share of Alaska gas

7

and crude oil.

8

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

9

WHEREAS the residents of Alaska own a 12-1/2 per cent royalty share of
10 most of the oil and gas now being extracted; and

11

WHEREAS the residents of Alaska also own a 12-1/2 per cent royalty share
12 of virtually all of the oil and gas at Prudhoe Bay and it is contemplated that
13 future leases will also provide for a royalty share; and

14

WHEREAS it is believed that the residents can best utilize their share
15 of Alaska oil and gas potential by having it available to them after it has
16 been converted into a final product; and

17

WHEREAS the United States is faced with an extremely serious energy
18 crisis and, consequently, a shortage of gas and refined oil products; and

19

WHEREAS Alaska does contract with the oil industry for sale of its
20 royalty share of the gas and crude oil produced in Alaska;

21

BE IT RESOLVED by the Alaska State Legislature that the Governor is
22 respectfully requested to direct all appropriate state departments and person-
23 nel that all contracts for disposition of the royalty share of Alaska gas
24 and crude oil, owned by all Alaskans, shall contain provisions insuring that
25 the gas and refined oil products from the royalty share shall be made avail-
26 able to Alaska consumers on a first-call basis, or that Alaskans shall have
27 the right of first refusal of such products.

28

29



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 A. Smith
Signature of Camera Operator

4/26/89
Date

COMMITTEE REPORT

HOUSE

Mr. Speaker:

Date 1-31-73

The Committee on Finance has had HCR No 34

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:

<u>[Signature]</u>	<u>[Signature]</u>	<u>[Signature]</u>
<u>[Signature]</u>	<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:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

[Signature] Chairman

Introduced: 1/31/73
Referred: Rules

1 IN THE HOUSE

BY THE FINANCE COMMITTEE

2

HOUSE CONCURRENT RESOLUTION NO. 34

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

EIGHTH LEGISLATURE - FIRST SESSION

5

Relating to construction of the

6

Juneau Court Building.

7

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

8

WHEREAS bonds in the amount of \$8,280,000 have been sold by the state,

9

the proceeds to be used for construction of the Juneau Court Building; and

10

WHEREAS the cost factors and estimates regarding the Juneau Court

11

Building have been revised upward over the past months; and

12

WHEREAS in order to make crystal clear the legislature's intent and

13

direction regarding the construction of the Juneau Court Building;

14

BE IT RESOLVED by the Legislature that by passage of this resolution

15

the legislature specifically recommends the construction of the Juneau Court

16

Building, subject to the following limitations and qualifications: A complete

17

and usable building is to be provided within the amount of bonds now sold,

18

\$8,280,000, said amount to completely cover all costs of planning, design,

19

consulting, site acquisition, site preparation, building construction,

20

administration, ASHA administration, and all contingencies; and be it

21

FURTHER RESOLVED that the legislature recognizes that the estimated sum

22

of \$400,000 required under site acquisition to retire the bonded indebtedness

23

of the Community Building (old Territorial Building) also provides land

24

beyond the required area for the Juneau Court Building, but it is the

25

legislature's specific intent that these costs are not to be "re-used" in any

26

future use of the land previously occupied by the Community Building; and

27

be it

28

FURTHER RESOLVED that the Departments of Public Works and Administration

29

are hereby put on notice that the Alaska Legislature will not consider or

1 honor any supplemental request for funds over and above the \$8,280,000
2 worth of bonds already sold to build the Juneau Court Building; and be it

3 FURTHER RESOLVED that the Governor is respectfully requested to direct
4 all appropriate persons in the executive branch of government to follow to
5 the letter the specific intent of the legislature regarding the Juneau Court
6 Building, as expressed in this resolution.

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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

Introduced: 2/7/74
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY FISCHER

2 HOUSE CONCURRENT RESOLUTION NO. 34
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 EIGHTH LEGISLATURE - SECOND SESSION

5 Relating to ferry service between
6 Anchorage and Homer during the summer
7 months.

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

9 WHEREAS for many years the state ferry M/V TUSTUMENA has carried
10 passengers and vehicles from the Port of Anchorage to Homer, Seldovia and
11 Kodiak, and return, on a complete round trip service weekends during the
12 ice-free summer months in Cook Inlet; and

13 WHEREAS for summer, 1974, the commissioner of public works has announced
14 the cancellation of that service; and

15 WHEREAS in justification for the discontinuance of that service the
16 commissioner stated that the ferry route between Anchorage and Homer pro-
17 duced insufficient revenue in relationship to the cost of operation to
18 justify its continuation, the Homer-Anchorage-Homer run paralleled a main
19 highway, and a greater need existed for the M/V TUSTUMENA in Prince William
20 Sound on a route between Seward and Valdez via the Columbia Glacier because
21 the traffic there outstripped the ability of the M/V BARTLETT to meet the
22 demand; and

23 WHEREAS the Alaska Marine Highway reported a deficit of \$4,126,000 in
24 the 1972-73 fiscal year and because more than 50 percent of the state's
25 revenue base is produced in the greater Anchorage area, this means that
26 more than 40 percent of the state's population which produces the revenue
27 that funds half of the state ferry system's deficit will be denied direct
28 access to state ferry service for business, recreation and travel if the
29 commissioner of public works' order with respect to the M/V TUSTUMENA is

1 permitted to stand; and

2 WHEREAS it is all well and good for the Alaska Marine Highway to meet
3 the desires of tourists during the summer season, but the state ferry system
4 was planned and constructed by Alaska taxpayers and is operated and maintained
5 with Alaska tax dollars when ferry revenues are insufficient to meet operat-
6 ing costs, and therefore the needs and desires of Alaska residents should
7 be considered first in scheduling ferry service operations; and

8 WHEREAS it is inconsistent with national policy during the "energy
9 crisis" to remove from a "mass transit" mode, a significant segment of its
10 operating schedule, the absence of which will require Anchorage residents
11 to drive their automobiles on a 454-mile round trip down the Seward and
12 Sterling Highways in order to board the M/V TUSTUMENA at Homer, thus
13 assuredly consuming far more gasoline for these private vehicles than the
14 M/V TUSTUMENA could possibly save in the elimination of the Homer-Anchorage
15 run;

16 BE IT RESOLVED that the Alaska State Legislature questions the suf-
17 ficiency of the rationale for the commissioner of public works' order
18 cancelling Anchorage as a port of call for the state ferry M/V TUSTUMENA
19 and respectfully requests the Governor to direct the commissioner to restore
20 the Anchorage-Homer route for the M/V TUSTUMENA during the summer months
21 between June 1 and September 15, 1974, and during each summer travel season
22 thereafter when upper Cook Inlet is ice-free.

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

I. REQUEST

Bill Identification: H C R No. 34
 Title: Anchorage - Homer Ferry Service
 Requested by: Legislative Finance Date: February 19, 1974
 Return Date Requested: February 26, 1974
 Agency: 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	\$ 65,000	\$180,000	\$193,000	\$205,000	\$220,000	\$233,000
200 TRAVEL	5,000	5,000	5,000	5,000	5,000	5,000
300 CONTRACTUAL	10,000	25,000	29,000	32,000	34,000	37,000
400 COMMODITIES	17,000	45,000	49,000	53,000	56,000	60,000
500 EQUIPMENT	3,000	5,000	5,000	5,000	5,000	5,000
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	\$100,000	\$260,000	\$280,000	\$300,000	\$320,000	\$340,000

B. FUNDING: (Thousands of dollars)

GENERAL FUND	\$100,000	\$260,000	\$280,000	\$300,000	\$320,000	\$340,000
FEDERAL FUNDS						
OTHER						

C. POSITIONS:

PERMANENT/TEMPORARY	37 /	37 /	37 /	37 /	37 /	37 /
MAN MONTHS (P./T.)	55 /	185 /	185 /	185 /	185 /	185 /

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

The summer months when the TUSTUMENA would run to Anchorage would be approximately 4 1/2 months, from late May through early October. The normal schedule to Anchorage would provide two round trips each week between Anchorage and Homer.

A round trip takes 25 hours on average. The TUSTUMENA costs approximately \$250/hour to operate. This includes a portion of the administrative expenses, but does not include debt amortization. The TUSTUMENA burns 192 gal/hour @ 15 knots speed. The crew requires a compliment of 37 men. The calculations of expense were based upon the average hourly operating expense of the TUSTUMENA in FY 74 (\$250 per hour,) the number of hours per round trip (24) and the number of round trips in the 4 1/2 months period (40).

The annual increase in costs were calculated at 6.5%, rounded off.

IV. ATTACHMENTS

- Agency comments

V. DATE: February 26, 1974

PREPARED BY: Sherman D. Burton

Sherman D. Burton
 Traffic Manager

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

ATTACHMENT I
AGENCY COMMENTS

TUSTUMENA SCHEDULE TO ANCHORAGE

The decision to reroute the TUSTUMENA from Seward to Valdez and Cordova, rather than between Homer and Anchorage was based primarily upon the comparison of traffic demand, since the expenses are approximately equal in either case.

In the summer of 1973, 2900 passengers and 582 vehicles were transported between Anchorage and Homer. To transport these numbers, the TUSTUMENA made 66 trips, 33 north and 33 south. This is an average load of 44 passengers and 9 vehicles per trip. Compare this to the 20,400 passengers and 4050 vehicles transported between Valdez and Whittier, during this same period of time, by the M/V BARTLETT and it is obvious where the traffic demand is. The BARTLETT made 180 trips during the comparable period which results in a load factor of 113 passengers and 22 vehicles per trip. This is more than twice the demand exhibited between Anchorage and Homer and with a smaller vessel!

By operating the TUSTUMENA from Seward, past Columbia Glacier, to Valdez and Cordova, we can free the BARTLETT for one more trip each week between Valdez and Whittier. This is an increase of 20%. With the TUSTUMENA trip included, the increase is 40%. These additional trips are expected to transport from 5,000 to 8,000 additional passengers this summer. This would appear to be of far greater benefit to the Kenai Peninsula - Anchorage area as a whole than some 3,000 people funneled directly into Anchorage. It appears realistic that nearly all of the people embarking or disembarking at Whittier or Seward pass through Anchorage anyway.

The question has been raised concerning the fuel that would be saved if the TUSTUMENA called at Anchorage rather than force people to drive to Homer to board. In this time of critical fuel supplies this is a very valid question; one that we asked ourselves some time back.

The TUSTUMENA burns approximately 192 gallons of fuel per hour. On a twelve hour trip from Homer to Anchorage, the TUSTUMENA would burn some 2300 gallons. As outlined previously, the average voyage of this vessel found 44 passengers and 9 vehicles on board. Assuming these people were forced to travel to Homer to board the ferry, they could easily be transported in the 9 vehicles and a bus. Let's assume, however, that they all went in private vehicles. At the outside, it would not take more than 15. If those 15 vehicles averaged even 10 miles per gallon, they would only consume 345 gallons of fuel on the 230 mile trip between Anchorage and Homer. The M/V TUSTUMENA is not the most economical vehicle for transporting small volumes of people.



RECORDS CERTIFICATION



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James O. Smith
Signature of Camera Operator

4/26/89
Date

COMMITTEE REPORT

HOUSE

2/13/74

Mr. Speaker:

Date 1/14/74

The Committee on FINANCE has had HCR 35

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:

<u>W. A. D. W. K.</u>	<u>F. J. C. M. M.</u>	_____
_____	_____	_____
<u>O. S. S.</u>	_____	_____

Members NOT concurring in the Majority report:

<u>H. A. M. G. E. R.</u>	recommends: <u>no rec</u>
_____	recommends:
_____	recommends:
_____	recommends:
_____	recommends:

Ch. J. F. C. M. M. Chairman

Introduced: 2/8/74
Referred: State Affairs and
Finance

BY THE RULES COMMITTEE BY
REQUEST OF THE LEGISLATIVE
COUNCIL BY REQUEST OF THE
INTERIM COMMITTEE ON TOURISM

1 IN THE HOUSE

2 HOUSE CONCURRENT RESOLUTION NO. 35

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - SECOND SESSION

5 Relating to visitor information cen-
6 ters.

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

8 WHEREAS tourism is one of the state's major industries; and

9 WHEREAS throughout Alaska and at the principal transportation gateways
10 and corridors to Alaska tourists and prospective visitors seek information
11 about "The Great Land" that frequently outstrips the ability of the limited
12 staff at visitor information centers to provide; and

13 WHEREAS, as the state develops its resources, the scope of information
14 not only about travel to, but living in, Alaska that will be requested surely
15 will expand markedly;

16 BE IT RESOLVED that the Alaska Legislature respectfully requests the
17 Governor to direct the Alaska travel division of the Department of Economic
18 Development, working in concert with other appropriate state departments and
19 agencies, to develop a plan for expanded state involvement in the visitor
20 information centers both within the state and at the gateways to Alaska; and
21 be it


22 FURTHER RESOLVED that this plan, including but not limited to estimated
23 costs and administrative structure, be submitted to the Legislature, if
24 possible, during the Eighth Legislature, Second Session, by April 1, 1974,
25 or to the Ninth Legislature by the fifth day of its First Session.

STATE
of ALASKA

MEMORANDUM

TO: Jay Hogan, Director
Legislative Finance
Alaska State Legislature

DATE : February 26, 1974

FROM:  Irene E. Ryan, Commissioner
Department of Economic Development

SUBJECT: HOUSE CONCURRENT RESOLUTION NO. 35

The following is our analysis of House Concurrent Resolution No. 35 which requests the Governor to direct the Alaska Travel Division, working in concert with other State Departments and Agencies, to develop a plan for expanded State involvement in the visitor information centers both within the State and at the gateways to Alaska.

It is the opinion of this Department that if House Bills 557 and 596 are passed as introduced, they will amply expand State Government involvement in the Alaska visitor information centers within communities and at major gateways to Alaska. These two Bills propose to double the maximum grant funds available to information centers to \$2000.00 and provides for State operation of at least six information centers in Anchorage, Fairbanks, and Seattle International Airports, the Cities of Tok, Prince Rupert and Haines, and other high tourist and recreational traffic areas. Passage of these Bills will be of great benefit to the tourism and recreation industries in Alaska.

For further information, I would recommend review of my analysis of House Bills 557 and 596 sent by memorandum to your attention.



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

Proposing temporary stop-go lights on the new Seward Highway until grade level 90-degree access and crossings are eliminated.

COMMITTEE REPORT

2-6-73

HOUSE

Mr. Speaker:

Date February 28, 1973

The Committee on FINANCE has had HCR 35

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 FC: _____ DO PASS

() "and" recommends it BE REFERRED TO THE _____

COMMITTEE

(X) reports it back WITHOUT RECOMMENDATION ~~INDIVIDUAL RECOMMENDATIONS~~

() "other"

Members signing the Majority report:

<u>Watwick</u>	_____	_____
<u>Freeman</u>	_____	_____
_____	_____	_____

Members NOT concurring in the Majority report:

<u>Hubert</u>	recommends:	<u>Do not pass</u>
<u>Paul</u>	recommends:	<u>Do not pass</u>
<u>Wass</u>	recommends:	<u>Do not pass</u>
<u>Boylan</u>	recommends:	<u>Do Pass</u>
<u>Freeman</u>	recommends:	<u>Do Pass</u>

Chairman



JUNEAU ALASKA

Alaska State Legislature
House

FINANCE COMMITTEE BILL ASSIGNMENT

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

FROM: Earl D. Hillstrand
Chairman
House Finance Committee

BILL NO.: HCR 35

TITLE: "Proposing temporary stop-go lights on the new Seward Hwy. until grade level 90-degree access and crossings are eliminated."

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

Introduced: 2/1/73
Referred: State Affairs and
Finance

BY BOWMAN, BARBER, BEIRNE, CHANCE,
MCVEIGH, MEEKINS AND PARKER

1 IN THE HOUSE

2 HOUSE CONCURRENT RESOLUTION NO. 35
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 EIGHTH LEGISLATURE - FIRST SESSION

5 Proposing temporary stop-go lights
6 on the new Seward Highway until grade
7 level 90-degree access and crossings
8 are eliminated.

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

10 WHEREAS grade level access and crossings on a divided four-lane highway
11 are hazardous at best, especially where heavy traffic is involved; and

12 WHEREAS reason dictates that a four-lane highway with heavy ingress and
13 grade crossing, traffic is not the same creature as a modern expressway and
14 therefore should be under stricter traffic control; and

15 WHEREAS the new Seward Highway suffers from 90-degree ingress and grade
16 level crossings without the benefit of four-way stop and go lights, thus
17 creating an extremely hazardous traffic control situation;

18 BE IT RESOLVED that the Legislature respectfully requests the Governor
19 to direct the Department of Highways to install temporary four-way stop and
20 go lights at all intersections on the new Seward Highway where heavy traffic
21 is involved and to maintain these traffic control devices until such time
22 as 90-degree ingress and grade level crossings have been eliminated.



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

2/22/74

HOUSE

Mr. Speaker:

Date March 15 1974

The Committee on FINANCE has had HCN 36

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:

<u>WADSWICK</u>	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

Members NOT concurring in the Majority report:

<u>Langston</u>	recommends: <u>no rec</u>
_____	recommends:
_____	recommends:
_____	recommends:
_____	recommends:

W. J. ... Chairman

Introduced: 2/8/74
Referred: State Affairs and
Finance

BY THE RULES COMMITTEE BY
REQUEST OF THE LEGISLATIVE
COUNCIL BY REQUEST OF THE
INTERIM COMMITTEE ON TOURISM

1 IN THE HOUSE

2 HOUSE CONCURRENT RESOLUTION NO. 36

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - SECOND SESSION

5 Relating to a study of utility and
6 transportation facilities for tourists.

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

8 WHEREAS tourism in Alaska has the potential of becoming Alaska's
9 largest and most profitable industry; and

10 WHEREAS the very nature of the industry causes the benefits derived
11 from it to affect in a positive manner more Alaskans than any other single
12 existing industry or one which could be developed; and

13 WHEREAS with proper management, the tourist industry is the cleanest
14 and least environmentally degradable industry for a state such as Alaska that
15 contains vast expanses of unspoiled wilderness and other scenic beauty; and

16 WHEREAS it is the state's responsibility to develop and oversee the
17 orderly growth of tourism so that those things which make our state a
18 natural tourist attraction are not lost in the process; and

19 WHEREAS well planned transportation and utility installations,
20 especially in our wilderness areas, are essential if tourism is ever to
21 take its rightful place as the major industry in Alaska;

22 BE IT RESOLVED by the Alaska State Legislature that the Governor is
23 respectfully requested to direct the appropriate departments and agencies
24 to investigate and develop recommendations for a grant or loan guarantee
25 program for the construction of commercial tourist transportation and
26 utility installations with special emphasis on the wilderness areas in the
27 state; and be it

28 FURTHER RESOLVED that the administration submit its recommendations
29 to the First Session of the Ninth Legislature.

J

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

I. REQUEST

Bill Identification: House Concurrent Resolution No. 36
 Title: Relating to a study of utility and transportation facilities for tourist.
 Requested by: Interim Committee on Tourism Date: February 8, 1974
 Return Date Requested: _____
 Agency: Dept. of Economic Development Program: _____

II. FISCAL DETAIL

Budget Request Unit(s) Affected: Office of the Commissioner

A. EXPENDITURES: (Thousands of dollars)

OBJECT	FY 74	FY 75	FY 76	FY 77	FY 78	FY 79
100 PERSONAL SERVICES						
200 TRAVEL		5.0				
300 CONTRACTUAL		25.0				
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	0	30.0	0	0	0	0

B. FUNDING: (Thousands of dollars)

GENERAL FUND	0	30.0	0	0	0	0
FEDERAL FUNDS						
OTHER						

C. POSITIONS:

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

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

Contractual - Consultant services - survey and inventory of potential target areas, existing and proposed facilities, market analysis, financing alternatives program size.

IV. ATTACHMENTS

V. DATE: 3/12/74 PREPARED BY: Robert Leshner
mja

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

STATE
of ALASKA

MEMORANDUM

TO: Jay Hogan, Director
Legislative Finance

DATE : March 12, 1974

FROM: Irene E. Ryan, Commissioner
Department of Economic DevelopmentSUBJECT: Relating to a Study of Utility
and Transportation Facilities
for Tourists.

The following is our analysis of the proposed Resolution, House Concurrent Resolution No. 36, "Relating to a Study of Utility and Transportation Facilities for Tourists."

Because of the broad parameter used in developing this legislation it would be very difficult to comply with the intent of the Resolution unless the responsible agencies receive greater definition and direction as to what depth they are to investigate and develop a possible grant or loan guarantee program.

It would be important to know if the Legislature is interested in subsidizing private enterprise or if grant and guarantee programs should be limited to municipalities and nonprofit organizations. If this is not the case, the scope of the project would then encompass an inventory of all known or potential municipal or private utilities and transportation facilities within rural Alaska.

The cost of such a project would be at minimum \$25-\$30,000.00.

If what is desired is a tourism oriented loan guarantee program, this is already being accomplished by the tourism revolving loan fund. Any loan package that cannot meet the criteria for a revolving loan would most probably not meet the criteria for a loan guarantee. If the State desires to assist rural enterprises by making loan funds available to higher risk ventures, then they need only to recommend that the Department of Commerce use more lenient criteria for judging loan feasibility.



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

2-6-73

HOUSE

Mr. Speaker:

Date Feb 27 1973

The Committee on FINANCE has had HCR 36

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:

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

Members NOT concurring in the Majority report:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

[Signature] Chairman

A M E N D M E N T

Offered in the HOUSE

By FINANCE COMMITTEE

To: _____ HOUSE BILL NO. _____

_____ SENATE BILL NO. _____

HOUSE CONCURRENT RESOLUTION NO. 36

AMENDMENT: Page 1 Line 27

Delete the word, "immediately".

Page 1 Line 29

Insert a period after the word "highway" and delete
the remainder of the line.

Page 2

Delete all material on Page 2.

Introduced: 2/1/73
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY WILSON

2 HOUSE CONCURRENT RESOLUTION NO. 36

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - FIRST SESSION

5 Relating to the Taylor Highway.

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

7 WHEREAS the famed "Forty Mile Highway", also known as the Taylor Highway
8 remains to date a gravel road which over the years has received no major
9 maintenance or repair; and

10 WHEREAS this highway has deteriorated to the point where many sections
11 of the road are almost impassable and especially for those vehicles towing
12 trailers; and

13 WHEREAS innumerable tourists enter or leave Alaska by the Taylor High-
14 way, it being the only roadway, other than the Alaska Highway, which offers
15 direct access to Alaska via automobile; and

16 WHEREAS, in addition to the heavy utilization of this road by visitors
17 to our state, the road is the lifeline for several hundred Alaskans as they
18 must depend on vehicular transportation for the necessities of life; and

19 WHEREAS the road in its present condition is an embarrassment to the
20 citizens of Alaska, is detrimental to our expanding tourism industry, and
21 otherwise causes Alaskans and non-Alaskans alike untold hardship and incon-
22 veniences; and

23 WHEREAS the forty-mile country encompasses some of the most beautiful
24 and scenic areas of Alaska as well as abounding with evidence of the "gold
25 rush" era;

26 BE IT RESOLVED by the Legislature that the Governor is respectfully
27 requested to direct the Department of Highways to immediately have the neces-
28 sary specifications drawn for the complete reconstruction of the Taylor
29 Highway; and be it

1 FURTHER RESOLVED that the reconstruction of the Taylor Highway be of
2 the highest priority during the 1973 construction season.

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JUNEAU ALASKA

Alaska State Legislature House

FINANCE COMMITTEE BILL ASSIGNMENT

TO: Representative Barber
House Finance Committee

DATE: February 7, 1973

FROM: Earl D. Hillstrand
Chairman
House Finance Committee

BILL NO.: HCR 36

TITLE: "Relating to the Taylor Highway."

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

FINANCE COMMITTEE BILL ASSIGNMENT

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

FROM: Earl D. Hillstrand
Chairman
House Finance Committee

BILL NO.: HCR 36

TITLE: "Relating to the Taylor Highway."

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 27, 1973

The Honorable Lavell I. Wilson
Alaska State Representative
Juneau, Alaska 99801

Dear Representative Wilson:

The House Finance Committee has reserved 3:30 p.m. on Tuesday, February 27, to discuss with you problems relating to the Delta School. Representative Haugen has brought this matter to our attention and indicated your concern.

We would also be happy to take up the matter of HCR 36.

Sincerely,

FINANCE COMMITTEE

A handwritten signature in cursive script that reads "Earl Hillstrand".

Earl Hillstrand
Chairman



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

2-6-73

HOUSE

Mr. Speaker:

Date 2-6-73

The Committee on FINANCE has had HCR 37

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 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:

<u>[Signature]</u>	<u>[Signature]</u>	_____
<u>[Signature]</u>	<u>WATZUK</u>	_____
<u>[Signature]</u>	_____	_____
<u>[Signature]</u>	_____	_____

Members NOT concurring in the Majority report:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

[Signature] Chairman

A M E N D M E N T

Offered in the HOUSE

By Finance Committee

To: _____ HOUSE BILL NO. _____

_____ SENATE BILL NO. _____

HOUSE CONCURRENT RESOLUTION NO. 37

AMENDMENT: Page 1 Line 23-25

Line 23: After "Highways to", delete the remainder of the line and all of
Lines 24 and 25, and insert "maintain the Anton Larsen Bay Road with available
equipment to the extent which conditions permit."

Introduced: 2/2/73
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY NAUGHTON

2 HOUSE CONCURRENT RESOLUTION NO. 37

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 EIGHTH LEGISLATURE - FIRST SESSION

5 Relating to the Anton Larsen Bay Road.

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

7 WHEREAS on October 4, 1972, the Department of Highways announced that
8 the Anton Larsen Bay Road, also known as the North Chiniak Road, would not be
9 maintained between the months of October and May; and

10 WHEREAS this road is a part of the state highway system and federal
11 money is received for its maintenance; and

12 WHEREAS this road is heavily utilized at all times, not only by the cit-
13 izens of Kodiak, but by the United States Coast Guard and those Alaskans re-
14 siding in the villages of Ouzinkie and Port Lyons; and

15 WHEREAS in times of bad weather boatmen in the area depend on being able
16 to anchor in Larsen Bay and then having access to Kodiak via the Anton Larsen
17 Bay Road; and

18 WHEREAS, if the road is not maintained on a year-round basis, mariners
19 would be forced many times to attempt passing through Spruce Cape, an area,
20 in times of inclement weather, that is extremely hazardous, in order to reach
21 Kodiak;

22 BE IT RESOLVED by the legislature that the Governor is respectfully
23 requested to direct the Department of highways to immediately countermand its
24 October 4, 1972, decision, and to immediately undertake, on a continuous year-
25 round basis, the maintenance of the Anton Larsen Bay Road.

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JUNEAU ALASKA

Alaska State Legislature
House

FINANCE COMMITTEE BILL ASSIGNMENT

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

FROM: Earl D. Hillstrand
Chairman
House Finance Committee

BILL NO.: HCR 37

TITLE: "Relating to the Anton Larsen Bay Road."

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