

LEG. FINANCE - BILLS 1977 - 1978 610

HCR 23 thru HCR 33



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

2/8/90
Date

Relating to winter traffic and the tariff rates for winter travel on the Alaska Marine Highway.

COMMITTEE REPORT

3/10/75

HOUSE

Mr. Speaker:

Date April 1, 1975

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:

_____	<u>H. Malone</u>	_____
_____	_____	_____
<u>E. J. [unclear]</u>	_____	_____
<u>D. J. [unclear]</u>	_____	_____

Members NOT concurring in the Majority report:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

H. Malone Chairman

Introduced: 2/28/75
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY GARDINER, ELIASON, MILLER
AND PARKER

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HOUSE CONCURRENT RESOLUTION NO. 23
IN THE LEGISLATURE OF THE STATE OF ALASKA
NINTH LEGISLATURE - FIRST SESSION

Relating to winter traffic and the tariff
rates for winter travel on the Alaska
Marine Highway.

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

WHEREAS, during the period from October through April, the volume of
vehicular and passenger traffic on the vessels that comprise the Alaska
Marine Highway falls off significantly from that experienced during the months
of May through September and most significantly on the Southeast Alaska runs;
and

WHEREAS nevertheless, fixed costs for ferry operations remain high during
these winter months; and

WHEREAS, despite past attempts to attract "off-season" travel by re-
duction by 20 per cent in the tariffs charged for some categories of service
and traffic and an enticement, such as free passage for travelers 65 years of
age and older between Alaskan ports, the ferries other than the Seattle run
still operate with very low volumes of vehicular and passenger traffic; and

WHEREAS the British Columbia Ferries, operator of the M/V QUEEN OF
PRINCE RUPERT, a ferryliner whose service and character is comparable to that
of the Alaska Marine Highway, aggressively advertises winter travel aboard
that ship, including its use as a locale for winter conventions and reduces
the rates across the board by 25 per cent for winter travel in all categories
of service and traffic, including staterooms and commercial vehicles and
combines that reduction with a further 10 per cent discount for a round trip
ticket;

BE IT RESOLVED by the Alaska State Legislature that the Governor is

1 respectfully requested to direct the Division of Marine Transportation, De-
2 partment of Public Works to: (1) conduct an aggressive advertising campaign
3 promoting off-season, winter travel on the Alaskan portions of the Marine
4 Highway System; and (2) inaugurate a program of tariff reductions during the
5 period between October 1 and April 30, that would attract more vehicular and
6 passenger traffic, considering such possibilities as providing free passenger
7 fare, special round trip fares for both passengers and vehicles, special
8 family and group rates, and other innovative promotional fares.

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The Legislature of the State of Alaska
FISCAL NOTE

all

First Session - Ninth Legislature

I. REQUEST
 Bill No. HCR No. 23
 Title: Relating to winter traffic & the tariff rates for winter travel on the Alaska
 Requested by: House Finance Committee Date: 3/24/75 Marine Hwys.
 Return Date Requested: _____
 Agency: Public Works Program: _____

II. FISCAL DETAIL
 Budget Request Unit(s) Affected: Marine Transportation
 A. EXPENDITURES: (Thousands of dollars)

OBJECT	FY 75	FY 76	FY 77	FY 78	FY 79	FY 80
100 PERSONAL SERVICES						
200 TRAVEL	2	2	2	2	2	2
300 CONTRACTUAL	10	10	10	10	10	10
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	12	12	12	12	12	12

The House Transportation Subcommittee decided that this function is sufficiently funded in the division budget. Legislative intent will be written to reflect this.

GENERAL FUND	12	12	12	12	12	12
FEDERAL FUNDS						
OTHER						

C. POSITIONS:

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

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

The increase in expenditures is for the purpose of increasing the off season promotional effort. The amount is an arbitrary one, since it is obviously possible to spend as little or as much as is available. This amount would appear to be a minimum amount to provide a reasonable expectation of success. The major thrust of our current advertizing is aimed at winter travel.

IV. ATTACHMENTS

See attachment for discussion concerning the effect of reductions in fare, etc.

V. DATE: March 24, 1975 PREPARED BY: Sherman D. Burton

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

A T T A C H M E N T

FISCAL NOTE HRC No. 23
Promotion of Winter travel on the Marine Highway

Currently, during March and April our vessels from Seattle and Prince Rupert are operating at capacity with respect to vehicle and stateroom space.

Our "off season" travel has increased from year to year and by projecting a 10% increase into the coming year, capacity loads can be expected between March 1 and the end of October.

If mass reductions in fares were to be implemented the result would be a reduction in revenue along with the increase in traffic volumes, since we could not increase the volumes enough during the March, April and October periods to overcome the reduction in tariff applied to the entire period.

We are already considering increasing the winter discount slightly and allowing a special winter southbound rate to Seattle.

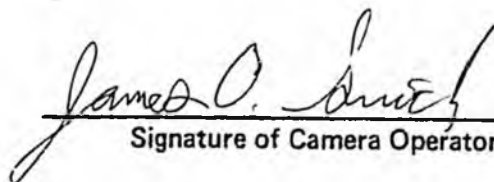
At this time there is a proposal in the Legislature to allow student groups free transportation during the winter. They now pay half fare.



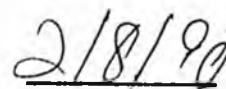
RECORDS CERTIFICATION



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Signature of Camera Operator



Date

THE LEGISLATURE OF THE STATE OF ALASKA
FISCAL NOTE

Second Session - Ninth Legislature

I. REQUEST

Bill No. HRC NO. 23
 Title: Relating to Winter traffic & tariffs for winter travel on the Marine Highway.
 Requested by: House Finance Committee Date: 3/24/75 (original)
 Return Date Requested: Update of previous response
 Agency: Public Works Program: Marine Transportation

II. FISCAL DETAIL

Budget Request Unit(s) Affected: Marine Transportation

A. EXPENDITURES: (Thousands of dollars)

OBJECT	FY 76	FY 77	FY 78	FY 79	FY 80	FY 81
100 PERSONAL SERVICES						
200 TRAVEL		2.0	2.0	2.0	2.0	2.0
300 CONTRACTUAL		12.0	12.0	12.0	12.0	12.0
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	0	14.0	14.0	14.0	14.0	14.0

B. FUNDING: (Thousands of dollars)

GENERAL FUND	0	14.0	14.0	14.0	14.0	14.0
FEDERAL FUNDS						
OTHER						

C. POSITIONS:

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

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

The increase in expenditures is for the purpose of increasing the off season promotional effort. The amount is an arbitrary one, since it is obviously possible to spend as little or as much as is available. This amount would appear to be a minimum amount to provide a reasonable expectation of success. The major thrust of our current advertising is aimed at winter travel.

IV. ATTACHMENTS

See attachment for discussion concerning the effect of reductions in fares.

V. DATE: 12-15-75 PREPARED BY: Sherman D. Burton

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

ATTACHMENT

FISCAL NOTE HRC NO. 23
Promotion of Winter Travel on the Marine Highway

Currently, during March, April and October our vessels from Seattle and Prince Rupert are operating near capacity with respect to vehicle and stateroom space.

Our "off season" travel has increased from year to year and by projecting a 10% increase into the coming year, capacity loads can be expected between March 1 and the end of October.

If mass reductions in fares were to be implemented the result would be a net reduction in revenue along with the increase in traffic volumes, since we could not increase the volumes enough during March, April and October to overcome the reduction in tariff applied to the entire period.

At this time there is a proposal in the Legislature to allow student groups free transportation during the winter. They now pay half fare. Persons 65 years of age and over currently receive free transportation during the winter.

The current winter discount is approximately 20% for passengers and passenger vehicles.

The Legislature of the State of Alaska
FISCAL NOTE

all

First Session - Ninth Legislature

I. REQUEST

Bill No. HCR No. 23
Title: Relating to winter traffic & the tariff rates for winter travel on the Alaska
Requested by: House Finance Committee Date: 3/24/75 Marine Hwys.
Return Date Requested:
Agency: Public Works Program:

II. FISCAL DETAIL

Budget Request Unit(s) Affected: Marine Transportation

A. EXPENDITURES: (Thousands of dollars)

OBJECT	FY 75	FY 76	FY 77	FY 78	FY 79	FY 80
100 PERSONAL SERVICES						
200 TRAVEL	2	2	2	2	2	2
300 CONTRACTUAL	10	10	10	10	10	10
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	12	12	12	12	12	12

B. FUNDING: (Thousands of dollars)

	FY 75	FY 76	FY 77	FY 78	FY 79	FY 80
GENERAL FUND	12	12	12	12	12	12
FEDERAL FUNDS						
OTHER						

C. POSITIONS:

PERMANENT/TEMPORARY	FY 75	FY 76	FY 77	FY 78	FY 79	FY 80
MAN MONTHS (F./T.)	/	/	/	/	/	/

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

The increase in expenditures is for the purpose of increasing the off season promotional effort. The amount is an arbitrary one, since it is obviously possible to spend as little or as much as is available. This amount would appear to be a minimum amount to provide a reasonable expectation of success. The major thrust of our current advertizing is aimed at winter travel.

IV. ATTACHMENTS

See attachment for discussion concerning the effect of reductions in fare, etc.

V. DATE: March 24, 1975 PREPARED BY: Sherman D. Burton

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

A T T A C H M E N T

FISCAL NOTE HRC No. 23
Promotion of Winter travel on the Marine Highway

Currently, during March and April our vessels from Seattle and Prince Rupert are operating at capacity with respect to vehicle and stateroom space.

Our "off season" travel has increased from year to year and by projecting a 10% increase into the coming year, capacity loads can be expected between March 1 and the end of October.

If mass reductions in fares were to be implemented the result would be a reduction in revenue along with the increase in traffic volumes, since we could not increase the volumes enough during the March, April and October periods to overcome the reduction in tariff applied to the entire period.

We are already considering increasing the winter discount slightly and allowing a special winter southbound rate to Seattle.

At this time there is a proposal in the Legislature to allow student groups free transportation during the winter. They now pay half fare.

Introduced: 2/28/75
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY GARDINER, ELIASON, MILLER
AND PARKEP

2 HOUSE CONCURRENT RESOLUTION NO. 23 am
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 NINTH LEGISLATURE - FIRST SESSION
5

6 Relating to winter traffic and the tariff
7 rates for winter travel on the Alaska
8 Marine Highway.

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

10 WHEREAS, during the period from October through April, the volume of
11 vehicular and passenger traffic on the vessels that comprise the Alaska
12 Marine Highway falls off significantly from that experienced during the months
13 of May through September and most significantly on the Southeast Alaska runs;
14 and

15 WHEREAS nevertheless, fixed costs for ferry operations remain high during
16 these winter months; and

17 WHEREAS, despite past attempts to attract "off-season" travel by re-
18 duction by 20 per cent in the tariffs charge for some categories of service
19 and traffic and an enticement, such as free passage for travelers 65 years of
20 age and older between Alaskan ports, the ferries other than the Seattle run
21 still operate with very low volumes of vehicular and passenger traffic; and

22 WHEREAS the British Columbia Ferries, operator of the M/V QUEEN OF
23 PRINCE RUPERT, a ferryliner whose service and character is comparable to that
24 of the Alaska Marine Highway, aggressively advertises winter travel aboard
25 that ship, including its use as a locale for winter conventions and reduces
26 the rates across the board by 25 per cent for winter travel in all categories
27 of service and traffic, including staterooms and commercial vehicles and
28 combines that reduction with a further 10 per cent discount for a round trip
29 ticket;

BE IT RESOLVED by the Alaska State Legislature that the Governor is

1 respectfully requested to direct the Division of Tourism and the Division of
2 Marine Transportation, Department of Public Works to: (1) conduct an aggres-
3 sive advertising campaign promoting off-season, winter travel on the Alaskan
4 portions of the Marine Highway System; and (2) inaugurate a program of tariff
5 reductions during the period between October 1 and April 30, that would
6 attract more vehicular and passenger traffic, considering such possibilities
7 as providing free passenger fare, special round trip fares for both passengers
8 and vehicles, special family and group rates, and other innovative promotional
9 fares.

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Introduced: 2/28/75
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY GARDINER, ELIASON, MILLER
AND PARKER

2 HOUSE CONCURRENT RESOLUTION NO. 23 am
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4 NINTH LEGISLATURE - FIRST SESSION

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Introduced: 2/28/75
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY GARDINER, ELIASON, MILLER
AND PARKER

2
3 HOUSE CONCURRENT RESOLUTION NO. 23 am
4 IN THE LEGISLATURE OF THE STATE OF ALASKA
5 NINTH LEGISLATURE - FIRST SESSION

6 Relating to winter traffic and the tariff
7 rates for winter travel on the Alaska
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Introduced: 2/28/75
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY GARDINER, ELIASON, MILLER
AND PARKER

2 HOUSE CONCURRENT RESOLUTION NO. 23 am
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 NINTH LEGISLATURE - FIRST SESSION

5 Relating to winter traffic and the tariff
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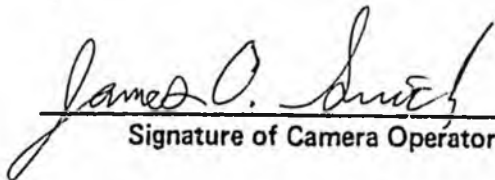
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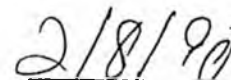


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Signature of Camera Operator


Date

COMMITTEE REPORT

4/11/75

SENATE

Mr. President:

Date 5/17/75

The Committee on FINANCE has had CSHCR 24
feasibility study of marine maintenance facility in Alaska
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:

_____	_____	_____
_____	_____	_____
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_____	_____	_____

Members NOT concurring in the Majority report:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

_____ Chairman

Original sponsor: Gardiner, Eliason
and Miller

Offered: 4/2/75
Referred: Rules

1 IN THE HOUSE

BY THE FINANCE COMMITTEE

2 CS FOR HOUSE CONCURRENT RESOLUTION NO. 24

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 NINTH LEGISLATURE - FIRST SESSION

5 Proposing a study of the feasibility of
6 a marine maintenance facility in Alaska.

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

8 WHEREAS the State of Alaska plans to spend approximately \$1,000,000 in
9 Seattle shipyards in fiscal year 1976 to overhaul and maintain the vessels
10 that comprise the fleet of the Alaska Marine Highway; and

11 WHEREAS, in addition to the substantial outflow of Alaska tax dollars to
12 the State of Washington, generally, and to Puget Sound in particular, repre-
13 sented by this sum, the Alaska state ferries must travel many miles to secure
14 all but the most minor, routine maintenance work done; and

15 WHEREAS, when there is an emergency requiring immediate access to dry
16 dock facilities, as the state ferry system has experienced on several oc-
17 casions in recent months, the inability to utilize a marine maintenance
18 facility in Alaska requires that a ship face a long, arduous journey south
19 to Seattle, with all the attendant uncertainties the ship must face mechani-
20 cally not to mention the potential jeopardy to the safety of the ship and
21 crew; and

22 WHEREAS, during the annual overhaul period, averaging two months for
23 each vessel each Winter -- too long a period in the judgment of some respon-
24 sible observers, the ships' crews must live away from their Alaska homes, and
25 the cost of transporting them between Alaska and Puget Sound is great; and

26 WHEREAS the performance of annual maintenance or overhaul in an Alaska
27 facility would contribute income to the state's frequently sluggish winter
28 economy;

29 BE IT RESOLVED by the Alaska State Legislature that the Legislative

1 Budget and Audit Committee is respectfully requested to appoint a subcommittee
2 of two members of the Senate and two members of the House of Representatives
3 to conduct or supervise the conduct of, a comprehensive study of the feasi-
4 bility of a marine maintenance facility within Alaska; and be it

5 FURTHER RESOLVED that the Legislative Budget and Audit Committee is
6 authorized to contract with a recognized consultant, or consultants, in the
7 field of marine survey, engineering or architecture to assist the legislature
8 in conducting the feasibility study; and be it

9 FURTHER RESOLVED that this subcommittee of the Legislative Budget and
10 Audit Committee present its findings and recommendations to the Ninth Alaska
11 Legislature, not later than 30 days after the Second Session convenes.

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Original sponsor: Gardiner, Eliason
and Miller

Offered: 4/2/75
Referred: Rules

1 IN THE HOUSE

BY THE FINANCE COMMITTEE

2 CS FOR HOUSE CONCURRENT RESOLUTION NO. 24

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 NINTH LEGISLATURE - FIRST SESSION

5 Proposing a study of the feasibility of
6 a marine maintenance facility in Alaska.

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

8 WHEREAS the State of Alaska plans to spend approximately \$1,000,000 in
9 Seattle shipyards in fiscal year 1976 to overhaul and maintain the vessels
10 that comprise the fleet of the Alaska Marine Highway; and

11 WHEREAS, in addition to the substantial outflow of Alaska tax dollars to
12 the State of Washington, generally, and to Puget Sound in particular, repre-
13 sented by this sum, the Alaska state ferries must travel many miles to secure
14 all but the most minor, routine maintenance work done; and

15 WHEREAS, when there is an emergency requiring immediate access to dry
16 dock facilities, as the state ferry system has experienced on several oc-
17 casions in recent months, the inability to utilize a marine maintenance
18 facility in Alaska requires that a ship face a long, arduous journey south
19 to Seattle, with all the attendant uncertainties the ship must face mechani-
20 cally not to mention the potential jeopardy to the safety of the ship and
21 crew; and

22 WHEREAS, during the annual overhaul period, averaging two months for
23 each vessel each Winter -- too long a period in the judgment of some respon-
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25 the cost of transporting them between Alaska and Puget Sound is great; and

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Original sponsor: Gardiner, Eliason
and Miller

Offered: 4/2/75
Referred: Rules

1 IN THE HOUSE

BY THE FINANCE COMMITTEE

2 CS FOR HOUSE CONCURRENT RESOLUTION NO. 24

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 NINTH LEGISLATURE - FIRST SESSION

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Introduced: 2/28/75
Referred: State Affairs and
Finance

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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

2/8/90
Date

XXXXXXXXXX Proposing a study of the feasibility of locating a marine maintenance facility in Alaska for the vessels of the state ferry system.

COMMITTEE REPORT

3/14/75

HOUSE

Mr. Speaker:

Date April 1 1975

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
- recommends it DO PASS WITH ATTACHED AMENDMENT(S)
- recommends it BE REPLACED WITH CS FOR HCR 24 AND THAT
CS FOR HCR 24 DO PASS

"and" recommends it BE REFERRED TO THE _____
COMMITTEE

reports it back WITHOUT RECOMMENDATION

"other"

Members signing the Majority report:

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

Members NOT concurring in the Majority report:

<u>[Signature]</u>	recommends: <u>no rec</u>
_____	recommends:
_____	recommends:
_____	recommends:
_____	recommends:

[Signature] Chairman

The Legislature of the State of Alaska
FISCAL NOTE

First Session - Ninth Legislature

I. REQUEST

Bill No. House Concurrent Resolution No. 24 & House Bill No. 234

Title: Study of Feasibility of Locating Marine Facility in Alaska & Appropriation for

Requested by: House Finance Committee Date: 3/17/75 study.

Return Date Requested: 3-24-75

Agency: PUBLIC WORKS Program: MARINE TRANSPORTATION

II. FISCAL DETAIL

Budget Request Unit(s) Affected: Capital Improvement.

A. EXPENDITURES: (Thousands of dollars)

OBJECT	FY 75	FY 76	FY 77	FY 78	FY 79	FY 80
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL		50.0	400.0	40,000.0	100.0	100.0
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	0	50.0	400.0	40,000.0	0	0

B. FUNDING: (Thousands of dollars)

GENERAL FUND		50,000				
FEDERAL FUNDS						
OTHER			Go Bonds	Go Bonds		

C. POSITIONS:

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

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

Assuming State decides to construct the Marine Facility after study is completed, estimates for next three fiscal years expenses are: FY 77 Planning and Design, FY 78 Obligation for total amount to construct, which in actuality will be spent over an estimated three (3) year construction period including FY 79 and FY 80. Added costs in FY 79 & 80 are for Administrative and Designers supervisory expenses. The cost estimates are based on comparative construction of new ocean going vessel on estimated current year costs, plus inflationary costs.

IV. ATTACHMENTS

See attachment - Agency Comments.

V. DATE: MARCH 21, 1975 PREPARED BY: W. Hudson

Director MPT

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

A T T A C H M E N T

Agency Comments on House Concurrent Resolution No. 24 and House Bill No. 234

The following major points should be considered in relation to the feasibility of locating a Marine Maintenance Facility in Alaska.

1. Labor
2. Competitive Contractors
3. Supporting Services
4. Availability of Parts and Supplies
5. Weather
6. Electrical Power
7. Regulating Agencies

1. Labor

It requires highly skilled and professional labor to make vessel and engine repairs. If the State, for example, were to construct and operate this facility, we would have three (3) or four (4) new craft unions to deal with and would probably not be able to pick or choose individual employees; but would get whoever is available from the various union halls. This would include pipe fitters, plumbers, welders, boiler-makers, carpenters, electricians, to name a few. Federal regulatory agencies such as the United States Coast Guard and the American Bureau of Shipping require that in many cases only licensed and certified individuals can perform certain repairs to the vessels and engines. Right now there is not a welder in Southeast Alaska certified to perform necessary repairs to our vessels.

2. Competitive Contractors

In an informal discussion recently with key personnel in the British Columbia ferry system, we were advised that if they did not have a Marine Maintenance Facility, they would not now ever venture into such a facility. They find themselves locked into a specified pool of talents and facilities that they are required to support on a year round basis with increasing costs. Otherwise they would be in a position to hire or obtain the services only when needed, and at open market competitive prices. Some particular talents are needed for very short periods of time.

3. Supporting Services

Each vessel is like a small town requiring various vendors and a variety of service and repairmen to take care of dishwashers, ice cream machines, garbage disposal, refrigeration, office machines, cash registers, etc. We could not afford the services of repairmen for servicing all the various machines if competitive bidding were not available.

4. Availability of Parts and Supplies

Unless the maintenance facility is located close to a market area where parts for engines, generators and other major equipment is readily available, valuable time would be wasted waiting for one particular item and additional freight charges could be incurred. Repairs to some equipment requires the service of trained company men from the manufacture of the equipment. If these men are not in the area of the facility, additional travel and per diem costs are added to the normal service charge.

5. Weather

Actual dry dock time is only one phase of the overhaul and lay-up time of each vessel. In most instances it represents only five to seven days of a two month period. The rest of the time is devoted to painting, cleaning, completely rebuilding and overhauling engines, repairing and servicing the many variety of equipment and machines. Much of this work can only be done in a dry and fairly warm climate. The cost to build a complete shelter for our large vessels would be exorbitant.

6. Electrical Power

Access to cheap electrical power is needed as we would have to have shore power for at least two vessels. We would need in excess of six-hundred (600) amps, 440 volts - 3 phase current for our larger vessels plus two (2) tie-ins for 300 amps and 440 volts - 3 phase for the smaller vessels. As the annual overhaul and lay-up period covers a period of six (7) or seven (7) months, this electrical power would not be utilized on a year round basis.

7. Regulating Agencies

Each vessel must undergo an annual inspection by the United State Coast Guard and major repairs and engine overhauls must be certified by the American Bureau of Shipping. If inspectors and key personnel of these agencies are not located in the area of our facility, additional travel and per diem costs are added to our costs. There are no American Bureau of Shipping inspectors in Alaska and United States Coast Guard inspection is limited.

There are many other things to consider. We would need a facility which was large enough to provide tie-up and docking space for three (3) or four (4) ships at one time. A lot of work has to be accomplished in a two (2) month period. Often the lay-up time of several vessels over laps. During this two (2) month time, the ship has to be put in shape to run steadily for ten (10) months on an average of nineteen (19) to twenty (20) hours a day. Time is of an essence and there is no room for error or delay. Everything has to be coordinated very carefully and all supporting services, parts and supplies have to be readily available on short notice in order to accomplish the work on time.

Unless all the parts, supplies, services, electrical power, space, etc., are consolidated in the general area of a terminal facility, it is estimated by our Port Engineer's office that the annual overhaul and lay-up costs would be doubled and more time would have to be added to accomplish the necessary work.

Breakdown of Typical Vessel Overhaul

1. Ship proceeds to Pier 48 or owners lay-up facility.
2. Bids are opened and date set for drydocking.
3. Depending on dry dock date (usually 1-2 weeks after arrival at Pier 48) ships crew begins dismantling the equipment to be overhauled.
4. Time permitting ships crew commence complete engine or engines overhaul (only one main and one auxiliary engine completely rebuilt each year).
5. Port Engineer contacts innumerable potential small contract bidders to permit pre-bid inspection.
6. Parts for all affected ships machinery are ordered well in advance to permit timely delivery and installation (sometimes as far in advance as one or two years).
7. The ship is usually completely overhauled and work is in progress in virtually every area on the ship.
8. Weather is a critical factor in completing the exterior or exposed areas, as the old paint most often must be ground to bare metal and reapplied in dry and warm temperatures. (Paint applied on wet or cold metal peels or boils off almost immediately or simply won't dry.)
9. Successfully bid small dockside contracts are let and a massive coordination process begins.
10. Supervision of the complete job falls directly on the shoulders of the Port Engineer and other Division Staff depending upon the area affected. For example the Port Captain will oversee all deck, bridge and hull jobs. The Port Steward will oversee the many passenger service jobs, and often because more than one ship is in overhaul the Assistant Port Engineer must aid the Port Engineer.

All the while the work that can be done by ships crew is ongoing and very extensive.
11. A typical picture of the vessel would see:
 - a. Boiler overhaul.
 - b. Electrical wiring being re-run.
 - c. Passenger lounge chairs being re-upholstered and repaired.
 - d. New oily waste water bilge separator being installed by Coast Guard orders.

- e. A new radar installed and all vital electronics equipment must be checked and repaired or replaced.
- f. Rusted railings cropped and rewelded.
- g. Fuel tank being gas freed and cleaned or patched.
- h. Car decks being chipped and repaired.
- i. Numerous motors being dismantled for removal to dockside shops for overhaul.
- j. Pumps being overhauled.
- k. Electrical safety switches being replaced.
- l. Many critical gauges being removed for calibration.
- m. Windows being replaced or re-caulked.
- n. New curbing welded into critical spaces.
- o. Side loading doors and elevators being rebuilt.
- p. New carpeting being laid in unsightly areas.
- q. Replacement or repair of vital galley equipment.
- r. A new deck winch being installed or new fairleads placed in needed areas.
- s. Complete professional servicing of air conditioning units for ships refrigerators and freezing units.
- t. Inspection of all fire and lifesaving apparatuses.
- u. All lifeboats including inflatable boats must be opened and tested professionally. All davits must be inspected and overhauled as necessary.
- v. Floor tiles and other surfaced decks are patched and resurfaced.
- w. All shipping systems are overhauled, cleaned and renewed as required.
- x. Ventilating systems are inspected, cleaned and repaired.
- y. All auxiliary systems are placed in No. 1 operating condition.
- z. Bilges, tanks, voids and holds are cleaned, repaired and placed in good condition.

The above represents the occupation of at times as many as forty skilled tradesmen.

For example, there are few men who can weld on fuel tanks, ships piping systems and at times under water.

Shipboard electricians are usually available only in major shipping centers.

Vessel electronic technicians are not always available.

Shops that calibrate compression, temperature and many other ship type gauges are very rare.

Shops that can overhaul large ships electrical motors are rare and usually even they must order parts after inspection.

Thousands of needed nuts and bolts must be procured immediately in order to avoid delays that could cost many dollars.

I present all of the above to reveal the tremendous complexity of the operation of just the overhaul. The actual drydocking is another exclusive service available only in limited locations. To even hope to remain solvent those facilities must have extensive use as yet another bank of unique skills are needed to support the dock.

STATE OF ALASKA

DEPARTMENT OF PUBLIC WORKS

OFFICE OF THE COMMISSIONER

POUCH Z — JUNEAU 99801

JAY S. HAMMOND, Governor

March 21, 1975

Mr. Jay Hogan, Director
Division of Legislative Finance
State Capital, Room 409
Pouch WF
Juneau, Alaska 99811

Dear Mr. Hogan:

In reply to your request of March 17, 1975, attached is the Fiscal Note for House Bill 234 and House Concurrent Resolution No. 24 for use of Legislative Finance.

Sincerely,



Donald Harris
Commissioner

Attachment

cc: Rep. Terry Gardiner, Sponsor, w/copy of Fiscal Note
Budget & Management, w/copy of Fiscal Note

Introduced: 2/28/75
Referred: State Affairs and
Finance

1 IN THE HOUSE

BY GARDINER, ELIASON AND MILLER

2 HOUSE BILL NO. 234

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 NINTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act making a special appropriation to the Legisla-
7 tive Budget and Audit Committee for a study of the
8 feasibility of locating a marine maintenance facility
9 in Alaska for the Division of Marine Transportation;
10 and providing for an effective date."

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

12 * Section 1. The sum of \$50,000 is appropriated to the Legislative Budget
13 and Audit Committee to conduct a comprehensive study of the feasibility of
14 either leasing, or otherwise acquiring and using, or constructing, operating
15 and maintaining, a marine maintenance facility for the Division of Marine
16 Transportation, Department of Public Works, for the vessels of the Alaska
17 Marine Highway.

18 * Sec. 2. The unexpended and unobligated portion of this appropriation
19 lapses into the general fund June 30, 1976.

20 * Sec. 3. This Act takes effect immediately in accordance with AS 01.10.-
21 070(c).

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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

2/8/90
Date

The Legislature of the State of Alaska
FISCAL NOTE

First Session - Ninth Legislature

I. REQUEST

Bill No. House Concurrent Resolution No. 30

Title: . . . Appointment of a task force regarding a 200-mile fishing limit

Requested by: _____ Date: April 18, 1975

Return Date Requested: _____

Agency: Office of the Governor Program: International Fisheries
and External Affairs

II. FISCAL DETAIL

Budget Request Unit(s) Affected: Fisheries Commissions

A. EXPENDITURES: (Thousands of dollars)

OBJECT	FY 75	FY 76	FY 77	FY 78	FY 79	FY 80
100 PERSONAL SERVICES	0	0	0	0	0	0
200 TRAVEL	0	25.0	0	0	0	0
300 CONTRACTUAL	0	0	0	0	0	0
400 COMMODITIES	0	0	0	0	0	0
500 EQUIPMENT	0	0	0	0	0	0
600 LAND & STRUCTURES	0	0	0	0	0	0
700 GRANTS, CLAIMS, ETC.	0	0	0	0	0	0
TOTAL	0	25.0	0	0	0	0

B. FUNDING: (Thousands of dollars)

GENERAL FUND	0	25.0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0

C. POSITIONS:

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

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

Task force of 10 traveling for 30 days		
Transportation \$1,000 X 10	=	\$10,000
Per diem 10 people X 30 days X \$40	=	12,000
Contingency		3,000
		<u>\$25,000</u>

IV. ATTACHMENTS

List of representative cities which may be considered, air transportation costs, and potential population exposure

V. DATE: April 18, 1975

PREPARED BY: Reva Lafavour

Reva Lafavour, Research Analyst
International Fisheries and External
Affairs, Office of the Governor

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

Representative Cities
 Fiscal Note Attachment
 House Concurrent Resolution No. 30

	<u>Population Exposure*</u>	<u>Air Fare</u>
Anchorage		
Seattle	530,831	\$116
Portland	379,967	24
San Francisco	715,674	56
Los Angeles	2,809,813	54
Phoenix	581,562	42
Dallas	844,401	82
New Orleans	593,471	48
Jacksonville, FL	528,865	55
Columbus, OH	540,025	67
Washington, D. C.	756,510	40
Philadelphia	1,949,996	23
New York	7,895,563	20
Boston	641,071	28
Detroit	1,513,601	62
Chicago	3,369,357	31
St. Louis	622,236	32
Denver	514,678	75
Salt Lake City	175,885	44
Seattle		69
Anchorage	<u>25,494,337</u>	<u>116</u> \$1,084

* 1970 Census

Introduced: 3/7/75
Referred: Resources

BY ELIASON, ANDERSON, BOWMAN,
BRADNER, BROWN, DUNCAN, FISCHER,
FREEMAN, GARDINER, HAUGEN,
HERSHBERGER, HUNTINGTON, KELLEY,
MILLER, NAUGHTON, OSE, OSTERBACK,
PARKER, PARR, RHODE, SPECKING AND
URION

1 IN THE HOUSE

2 HOUSE CONCURRENT RESOLUTION NO. 30

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 NINTH LEGISLATURE - FIRST SESSION

5 Relating to the appointment of a task

6 force regarding a 200-mile fishing limit.

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

8 WHEREAS Alaska's fisheries are the sole income of thousands of Alaskans;
9 and

10 WHEREAS high seas fishing by foreign nations is destroying and will
11 continue to destroy Alaskan stock at a pace from which our fisheries will
12 never recover; and

13 WHEREAS it has been proposed that the United States unilaterally declare
14 a 200-mile jurisdictional limit; and

15 WHEREAS the imposition of such a limit would be beneficial, not only to
16 Alaskans, but to the nation as a whole; and

17 WHEREAS this issue is misunderstood by a great many Americans and it is
18 vital that the affected coastal states stand united on this issue;

19 BE IT RESOLVED by the Alaska State Legislature that the Governor is
20 respectfully requested to appoint a commission composed of appropriate state
21 officials and professional people knowledgeable in fisheries as well as a
22 selected number of laymen to travel to various areas of the United States,
23 including but not limited to the coastal states to explain the problems
24 facing the fisheries of the United States and the many reasons as to why the
25 proposed 200-mile limit is an absolute necessity which would affect not only the
26 coastal states but all citizens of the country; and be it

27 FURTHER RESOLVED that the commission make a special effort to reach a
28 common position with all of the other coastal states so that a unified and
29 concerted effort can be presented to the United States Congress.

Introduced: 3/7/75
Referred: Resources

BY ELIASON, ANDERSON, BOWMAN,
BRADNER, BROWN, DUNCAN, FISCHER,
FREEMAN, GARDINER, HAUGEN,
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Referred: Resources

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Introduced: 3/7/75
Referred: Resources

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BRADNER, BROWN, DUNCAN, FISCHER,
FREEMAN, GARDINER, HAUGEN,
HERSHBERGER, HUNTINGTON, KELLEY,
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URION

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2 HOUSE CONCURRENT RESOLUTION NO. 30

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RECORDS CERTIFICATION

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James O. Smith
Signature of Camera Operator

2/8/90
Date

COMMITTEE REPORT

3/24/75

HOUSE

Mr. Speaker:

Date 4/12/75

The Committee on FINANCE has had HCR 31

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>Stuenkel</u>	_____
_____	<u>Conrad</u>	_____
<u>Edna</u>	<u>H. Maline</u>	_____
<u>Hansen</u>	_____	_____

Members NOT concurring in the Majority report:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

H. Maline Chairman

Introduced: 3/7/75
Referred: Resources and
Finance

BY FISCHER, ANDERSON, BOWMAN, BRADNER,
BROWN, DAVIS, DUNCAN, FINK, FREEMAN,
GUY, KELLEY MCKINNON, OSTERBACK,
PARKER, PARR, RHODE AND SWANSON

1 IN THE HOUSE

2 HOUSE CONCURRENT RESOLUTION NO. 31

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 NINTH LEGISLATURE - FIRST SESSION

5 Relating to the proposed trans-Alaska
6 gas pipeline.

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

8 WHEREAS the United States is experiencing a serious energy crisis; and

9 WHEREAS the State of Alaska has vast known and yet undiscovered natural
10 resources, the wise development of which will serve to reduce this crisis;

11 and

12 WHEREAS the economic viability of the State of Alaska is dependent to a
13 large extent upon the development of its natural resources; and

14 WHEREAS it is in the best interests of the state and the country to
15 initiate and support those programs and projects which will ensure the expedi-
16 tious and wise development of these necessary resources; and

17 WHEREAS alternative trans-Alaskan or trans-Canadian pipeline proposals
18 have been made for the transportation of the natural gas from the North Slope
19 and

20 WHEREAS a trans-Alaska natural gas pipeline has numerous and significant
21 benefits to the state and the nation, such as:

22 (1) the line would be entirely within the United States and not
23 subject to the interests or partial control of a foreign government, however
24 friendly;

25 (2) the line will cross geological basins which will possibly open
26 new areas to exploration and development;

27 (3) it would provide employment of Alaskans and other citizens of
28 the United States in the operation and maintenance of the gas pipeline and
29 related facilities after the construction phase has ended and create

1 additional jobs in supporting industries;

2 (4) the pipeline would, directly and indirectly, create a large
3 and significant permanent tax base for the State of Alaska and its cities
4 and boroughs and would improve the nation's balance of payments;

5 (5) a trans-Alaska line could probably be completed much sooner,
6 thus ensuring an earlier supply of natural gas to the United States;

7 (6) it would promote additional industrial development and conse-
8 quent employment within many areas of Alaska through the use of natural gas
9 as an energy source and provide for the needs of existing industry;

10 (7) the environmental impact in Alaska would be minimized;

11 (8) delivery of Alaska natural gas to the west coast of the United
12 States will permit diversion of existing gas supplies to the midwest and
13 eastern United States markets to assist in providing those markets with ade-
14 quate supplies at moderate prices;

15 BE IT RESOLVED by the Alaska State Legislature that it supports the
16 construction of a trans-Alaska natural gas pipeline, generally following the
17 planned trans-Alaska oil pipeline, and strongly urges the Governor to make
18 available all of the resources at his command to ensure an early favorable
19 decision regarding the proposed trans-Alaska natural gas pipeline and the
20 beginning of construction at the earliest possible time; and be it

21 FURTHER RESOLVED that the Alaska State Legislature urges the Governor
22 to take the necessary action to assure that the interest of the State of
23 Alaska is fully represented before the Federal Power Commission or any other
24 federal agency having jurisdiction over the disposition of the gas produced
25 from state lands.
26
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29

all

The Legislature of the State of Alaska
FISCAL NOTE

First Session - Ninth Legislature

I. REQUEST

Bill No. HCR No. 31
Title: Relating to the Proposed Trans-Alaska Gas Pipeline
Requested by: Legislative Finance Date: April 2, 1975
Return Date Requested:
Agency: Department of Law Program: Legal Services

II. FISCAL DETAIL

Budget Request Unit(s) Affected: Legal Services

A. EXPENDITURES: (Thousands of dollars)

OBJECT	FY 75	FY 76	FY 77	FY 78	FY 79	EST.
100 PERSONAL SERVICES						
200 TRAVEL	1.3	2.1				
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	1.3	2.1				

B. FUNDING: (Thousands of dollars)

GENERAL FUND	1.3	2.1				
FEDERAL FUNDS						
OTHER						

C. POSITIONS:

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

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)
Hearings before the Federal Power Commission are scheduled to begin May 5, 1975. The Attorney General and one staff attorney will present the State's position at this time. The F.P.C. predicts there will be over 100 participants presenting testimony and, therefore, the hearings will continue through October 1975. The State foresees the necessity of having a staff attorney present three times in addition to the opening presentation.

On this basis, we anticipate costs as follows:

	5 Juneau - Wash. D.C. - Juneau air fares ..	\$2,280
XXX	XXXXXXXXXXXX 28 days of per diem at \$40/day	1,120
	TOTAL	\$3,400

V. DATE: April 2, 1975

PREPARED BY: Robert F. Alexander
Legal Administrator

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

2/8/90
Date

Relating to a joint state-federal firefighting program.

COMMITTEE REPORT

3/21/75

HOUSE

Mr. Speaker:

Date 4/19/75

The Committee on FINANCE has had HCR 33

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:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

_____ recommends:

[Signature] Chairman

Introduced: 3/7/75
Referred: State Affairs and
Finance

BY PARR, BOWMAN, BRADLEY, BROWN,
COTTEN, COWPER, DUNCAN, FISCHER,
FREEMAN, GUY, MCKINNON, MALONE,
MILLER AND NAUGHTON

1 IN THE HOUSE

2 HOUSE CONCURRENT RESOLUTION NO. 33

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 NINTH LEGISLATURE - FIRST SESSION

5 Relating to a joint state-federal fire-
6 fighting program.

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

8 WHEREAS many homes in rural Alaska are located in areas that are com-
9 pletely lacking any kind of fire protection and many others are located beyond
10 the effective range of standard fire equipment; and

11 WHEREAS the winter months constitute the period of greatest danger to
12 homes located beyond help in case of fire; and

13 WHEREAS the Bureau of Land Management has developed highly sophisticated
14 techniques for fighting fires in remote areas, including the use of heli-
15 copters, smoke jumpers, and fire retardants; and

16 WHEREAS the Bureau of Land Management conducts its fire-fighting activi-
17 ties during the summer months only; and

18 WHEREAS the loss of life and property is by far the highest in home
19 fires;

20 BE IT RESOLVED by the Alaska State Legislature that it respectfully
21 requests the Governor to seek federal cooperation in a pilot project to test
22 the applicability of Bureau of Land Management techniques to fight home fires
23 in rural areas during times when the Bureau of Land Management is not engaged
24 in fighting forest fires; and be it

25 FURTHER RESOLVED that the Governor advise the Ninth Legislature - Second
26 Session of the results of his efforts in this regard.

27

28

29

The Legislature of the State of Alaska
FISCAL NOTE

First Session - Ninth Legislature

I. REQUEST

Bill No. HCR #33
 Title: Relating to a joint State-Federal Firefighting Program
 Requested by: House Finance Committee Date: 3-25-75
 Return Date Requested: ASAP
 Agency: Education Program: Fire Training

II. FISCAL DETAIL

Budget Request Unit(s) Affected: _____

A. EXPENDITURES: (Thousands of dollars)

OBJECT	FY 75	FY 76	FY 77	FY 78	FY 79	FY 80
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

B. FUNDING: (Thousands of dollars)

GENERAL FUND	-0-	-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)

IV. ATTACHMENTS

V. DATE: 3/25/75 PREPARED BY: William D. Thomas

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

STATE OF ALASKA

DEPARTMENT OF EDUCATION

JAY S. HAMMOND, Governor

POUCH F - ALASKA OFFICE BUILDING
JUNEAU 99801

March 25, 1975

HOUSE CONCURRENT RESOLUTION NO. 33 Relating to a joint State-Federal Firefighting Program

House concurrent resolution no. 33 addresses itself to one of Alaska's most serious fire protection problems, that of providing fire suppression capability for the many rural communities in the State. The approach toward solving the problem, as offered in the resolution, is not feasible nor is it needed. A brief analysis of the problem will indicate the truth of this as well as reasons why it has not been implemented, except in rare cases.

1. The techniques of fighting structural fires are well established and have been for many years. Neither these procedures, nor the equipment used in carrying them out, is compatible with procedures and equipment used by the Bureau of Land Management in wildlands fire suppression.

2. The means to provide fire suppression equipment for rural villages already exists through the State Aid to Local Government Program (Revenue Sharing). Senate bill no. 40 is presently before the legislature as a means of increasing the fire protection fund from \$5.00 per capita to \$15.00. The law, as it presently reads, does not require a community to expend revenue sharing funds in the category within which they were awarded. The only exception to this are funds received for operation and maintenance of hospitals and health facilities (sec. 43,18,050, (a)).

It follows then that if the community places fire protection on a low priority, little if any money will be spent for this purpose.

Senate bill no. 43 attempts to rectify this situation by placing fire protection funds on the same specific expenditure basis as the aforementioned hospital and health services funds. For various reasons this bill is given little chance of passage.

3. The nature of structural fires requires immediate response by well-equipped and trained persons if the fire is to be controlled and extinguished while the involved building is still in viable condition. This precludes the time consuming operational procedures that wildlands suppression crews must go through to get mobilized for an attack. A brush fire will be there waiting for them. A fire involved structure will be long gone.

4. One technique used in wildlands fire suppression is of value to rural communities. That is the use of an equipment cache strategically located in the village. Such a cache would consist of a transportable container with fire extinguishers, axes, hose, portable pumps, etc. ready for immediate service. Inquiries have been made and it has been established that such cache could be assembled for approximately \$2500, well within the capability of most communities if State revenue sharing funds were used.

March 25, 1975

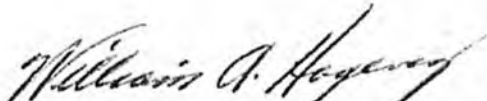
Page 2

5. To provide overall fire protection for rural villages requires a two-fold approach. The first, and most important, is a community wide fire prevention program. The second is a group of well-equipped and well trained citizens who will handle those fires which inevitably occur on an immediate and local basis. The means for training local firefighters exists through the State Fire Service Training Program. The means for developing a viable community fire prevention program is available through the State Fire Marshal's office.

6. If the intent of House Concurrent Resolution No. 33 is to determine the feasibility of utilizing BLM resources for village protection during the winter months it will likely prove impractical. BLM is trying to reduce its commitment in Alaska. This was the primary reason for a bond issue providing fire suppression capability in the Department of Natural Resources, which the voters approved in 1974.

SUMMARY: Traditionally fire protection has been considered a local responsibility. In many instances the beginnings of formal government in an embryo community has been the establishment of organized fire protection. What is needed is recognition of the problem and the resolve and dedication to solve it.

The means is already available, at least to a degree. It requires only community concern and interest to implement it.


William A. Hagevig, Supervisor
Fire Service Training Program

WAH:wg

FIRE SERVICE TRAINING
THE CASE FOR FIRE SERVICE REGIONAL TRAINING CENTERS

OVERVIEW: The success or failure of a fire department depends on its training program, since no other one factor has as much effect on fire fighting procedures. Some fire department operations occur so frequently that they can be standardized and the firefighters, through training and repetition, become thoroughly skilled in their performance. Other operations occur so seldom that a continuous training process is necessary to assure efficient operations. It is generally ingrained in all fire department officers that the efficiency of fire fighting operations is directly proportional to the effectiveness of the training program. Regardless of how good a fire department training program may be it will be handicapped unless adequate training grounds, buildings, and fixed installations are provided for training purposes.

BACKGROUND: Traditionally responsibility for training firefighters has rested with local municipal and fire service authorities. This concept dates to a time when local rights and responsibilities were more jealously guarded than they are today.

The modern fire chief is faced with the fact that unless his fire department is of a size that employs hundreds, or even thousands of men the cost of training facilities is prohibitive and difficult to justify and local communities can not or will not fund such installations. In some instances several fire departments will join together to build "joint use" facilities. These however, are not numerous and none exist in Alaska. With the exception of three fire departments in our largest communities all of our fire fighting organizations are small part-paid or volunteer groups and none has the capability of providing full service training facilities for fire-

fighting personnel. Nor will they ever.

In nearly every other state the problem has been dealt with by the establishment of State supported facilities. These range from highly sophisticated centers, such as the Delaware Fire School and Florida State Fire College, to smaller schools and academies associated with Universities, Vocational-Technical Centers, and District or Regional Centers operated by various other agencies.

The various training centers are usually located so as to be readily accessible to firefighters from all parts of the State. For the most part weekend schools and seminars are within easy driving distance from even the remotest fire department and all utilize the centers on a more or less regular basis. It is interesting to note, however, that the State Fire College at Texas A&M University is to be augmented by several district or regional training centers because, "some of our firefighters must drive up to 500 miles to reach the fire school at Texas A&M."

CURRENT THINKING: The accepted view held by members of the fire service in Alaska is that the State Fire School or Academy will not effectively serve their needs because it would not be readily accessible to a large segment of the user group. Further, such a comprehensive single facility would require full-time staffing to maintain and operate it even though it might be years before it would be a full service, fully operational institution. If the State of Texas has found that driving 500 miles to the State Fire School is not feasible, one can readily imagine the difficulties inherent to traveling thousands of miles by air to reach such a facility in Alaska.

To be effective as a training center, in addition to regular fire training operations, they should be equipped to train in specialized area or local problems unique to the several geographical divisions of the State. For example, firefighters in S.E. Alaska need training in shipboard fire-fighting. Props for this type of training have been designed and can easily be included at a training center. The difficulty is accessibility, wherein personnel can be trained in sufficient numbers to be of benefit to the local fire department, particularly with the view toward upgrading department-wide proficiency levels to an acceptable degree. A case in point has been the Oil Fire Control School in Kenai. The Ketchikan Fire Department regularly enrolled two to four men in this school annually. The turn-over among volunteer firefighters in Ketchikan exceeds that figure considerably. When the school was regionalized and a site was set up in Skagway the Ketchikan department was able to send twelve men in 1973, a fourth of the department, and ten men in 1974, two of which were able to function as instructors, based on previous training. Greater accessibility with resultant lower travel costs enabled the Ketchikan department to realize the benefits of having a greater percentage of personnel receive instruction for the same training dollar.

For program planning purposes the State Fire Service Training Program has divided the State into five regions or districts. The geographical boundaries of these regions are based on fire service population, fire protection characteristics, etc. Long range training requirements will one day include a training center, of varying degrees of sophistication, in each of these regions. For the immediate future centers are a must in the Southeastern, South Central and Interior regions.

If preliminary planning is well conceived it will not be necessary to build full service facilities in each region. Where existing classrooms, dormitories, cafeterias, etc. are presently available for incorporation into the system on a contract, or other basis, these need not be duplicated. Where certain types of fire service training facilities might already be available in the communities selected for centers, these can also become part of the system. The design of training structures such as fire buildings and towers can be standardized so that cost factors can be reduced.

The design of such training centers is well established and it is not necessary for Alaska to re-invent the wheel. The state can, rather, utilize what is of immediate value to each region and incorporate other desirable features as the need arises or as the development of our fire service dictates. Implementing the proposed Alaska Fire Fighter Training Center Commission can be the first step in the systematic development of this program.

Ultimately through a system of Regional Training Centers old and new techniques can be practiced uniformly and effectively throughout the State and mistakes can be made on the training ground rather than under the eye of the public at an actual fire where there may be loss of life and property because of inadequate training.

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FIRE SERVICE POPULATION CENSUS' BY REGION

AREA	NO. FIREFIGHTERS	NO. DEPARTMENTS
1	644	27
2	1129	53
3	701	55
4	616	31
5	452	26
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Totals:	3542	192

744 Paid Firefighters
2798 Volunteer Firefighters.

Area 1: Southeastern Alaska

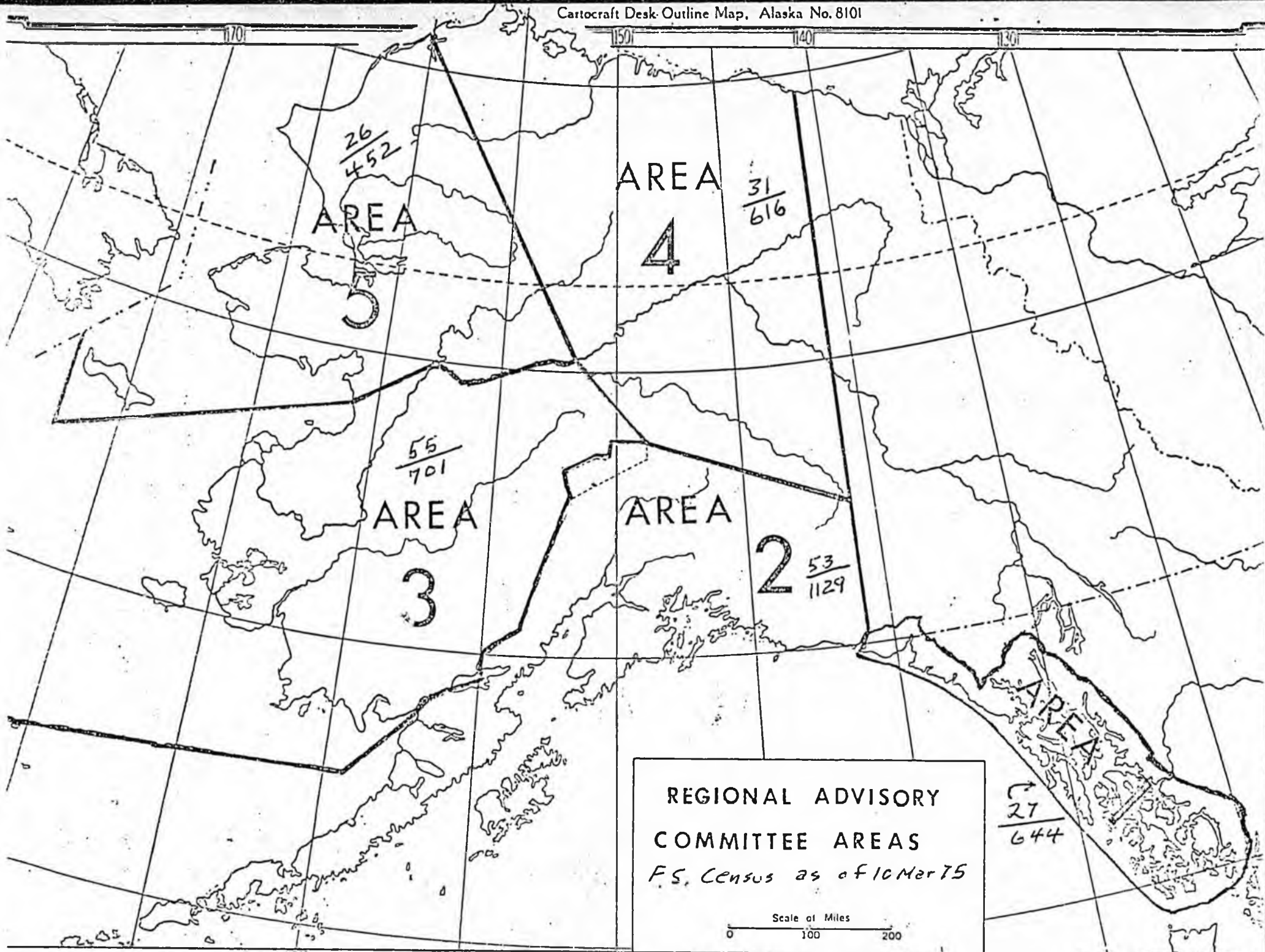
Area 2: Southcentral Alaska (includes Aleutian Chain & Kodiak)

Area 3: Western Alaska

Area 4: Central Alaska

Area 5: Northwestern Alaska

NOTE: Statistics obtained from State Fire Marshal's Office and State Fire Service Training Office.



REGIONAL ADVISORY
COMMITTEE AREAS
FS, Census as of 10 Mar 75

Scale of Miles
0 100 200