

ALASKA LEGISLATURE

2706

HOUSE and SENATE FINANCE COMMITTEE FILES, 2003-2004

2706

SENATE FINANCE COMMITTEE
3/10/2003 COMMITTEE ACTION

Bill Number	SB 241		
Amendment	#2		
Motion	adopt		
<u>Motion by</u>	Stevens		
<u>Objection by</u>	Wilken		
<u>Removed</u>	✓		
<u>Second Objection by</u>			
<u>Committee Member</u>	<u>Y</u>	<u>Vote</u>	<u>N</u>
Senator Hoffman			
Senator Olson			
Senator Stevens			
Senator Bunde			
Senator Dyson			
Co-Chair Green			
Co-Chair Wilken			
<u>Tally</u>			
Yea			
Nay			
Absent			
<u>MOTION</u>	Pass		

A-ADOPTED

WORK DRAFT

WORK DRAFT

WORK DRAFT

23-LS1279\H
Utermohle
2/10/04

CS FOR SENATE BILL NO. 241()
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-THIRD LEGISLATURE - SECOND SESSION

BY

Introduced:

Referred:

Funding Information:	General Fund	\$	3,000,000
	Other Funds		-0-
	Total	\$	3,000,000

Sponsor(s): SENATOR THIERRIAULT

A BILL

FOR AN ACT ENTITLED

1 **"An Act making an appropriation to the Department of Revenue for work related to**
2 **bringing North Slope natural gas to market; and providing for an effective date."**

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

4 * **Section 1. NORTH SLOPE NATURAL GAS.** The sum of \$3,000,000 is appropriated
5 from the general fund to the Department of Revenue, for work related to bringing natural gas
6 from the North Slope to market.

7 * **Sec. 2.** The appropriation made by this Act lapses June 30, 2009.

8 * **Sec. 3.** This Act takes effect immediately under AS 01.10.070(c).

A FAX

Alaska State Legislature

Date: 10 March 2004

To: Legal Services

Fax #: _____ Phone #: _____

From: Mindy - Senate Finance

Phone #: 4935

Re: Final Please: CS SB 241 23-LS1279/H
Utarmobile 2/10/04

→ Plus 2 attached amendments

Thx Mindy

Following this page, please find 2 pages(s). If this does not reach you in full, please inform us ASAP.

11:05 faxed



THANK YOU

Re: SB 241

Projected Gas Budget for FY '04 and '05

	FY '04	FY '05	Total
Negotiate Producer's Contract	\$ 850,000	\$ 1,750,000	\$ 2,600,000
Less Reimbursement	\$ 850,000	\$ 650,000	\$ 1,500,000
		\$ 1,100,000	\$ 1,100,000
Negotiate MidAmerican Contract	\$ 450,000		\$ 450,000
ANGDA Work	\$ 250,000	\$ 200,000	\$ 450,000
Negotiate Port Authority Contract		\$ 700,000	\$ 700,000
Comparative Analysis/Energy Bill Other Proposals/Issues	\$ 300,000	\$ 700,000	\$ 1,000,000
Total			\$ 3,700,000

Provided by Steve Porter, Dept of Revenue

What is ANGDA's contribution(s)
that make it worthy of \$2.15 million of public money"

Benefits to Alaska

- Make sure that Alaskan's receive the direct and indirect benefits of Alaskan gas
- Benefit analysis model integrates analysis in a new and broader view

Business Structure

- Reduce transportation cost of gas by:
 - avoidance of income tax and
 - lower financing costs through tax-exempt bonding, thereby improving North Slope gas (public resource) marketability and well head values

Alaskan LNG Project

- Complete feasibility study of LNG export project from Valdez (with a spur line from Glennallen to the Cook Inlet area) demonstrating that it is economic (can be financed) and competitive in the Pacific Rim LNG market

What is ANGDA's biggest challenge(s) ?

Timely funding !!

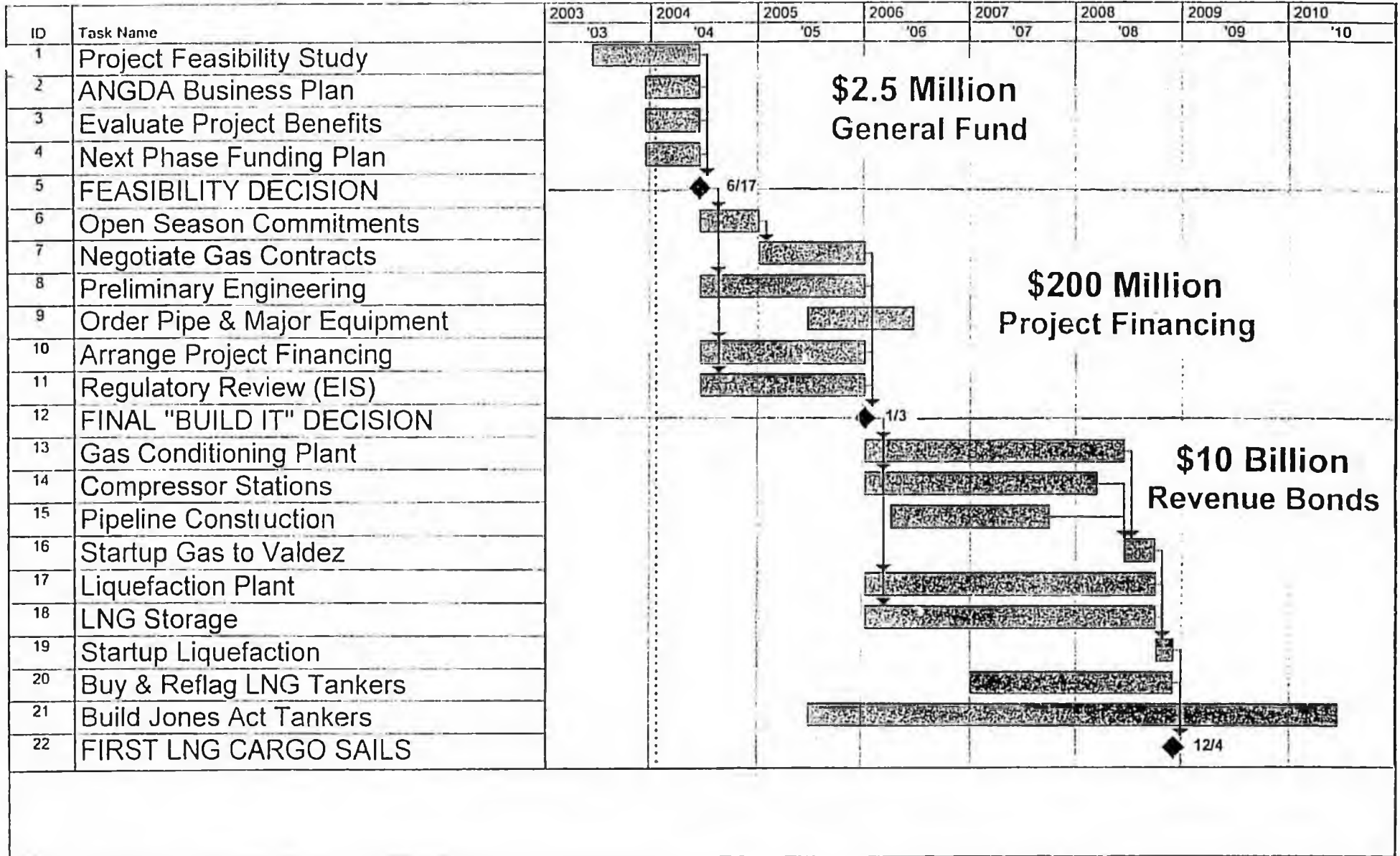
- By the time the fast track supplemental funding passes there will be barely 4 month left before the statutory deadline
- Quality information is needed in the feasibility study to support the multi-billion dollar decision to proceed or to stop
- The LNG market is very dynamic, moving rapidly, and we can not compete until the Alaska government and people want to move forward

provided by Sen. Therriault

Alaska Natural Gas Development Authority FY 04 Funding Plan

		<u>Current</u>		<u>Added</u>	<u>FY 04</u>	<u>FY 04</u>
		Spent	Pending	In FY 04	Total	Sub-Total
ANGDA						275
	Personal Services (Staff)	126		29	155	
	Staff Travel	4	5	11	20	
	Board Travel	7	4	14	25	
	Office & Supply	6		19	25	
	Report & Communication			50	50	
Business Contractors						650
	Benefit Analysis	50		100	150	
	Tax Advice	25		125	150	
	Market Insight	25		75	100	
	Financing		50	100	150	
	Project Economics			100	100	
Project Contractors						1,575
	Contractor Co-ordination	15		120	135	
	Spur Line Cost		20		20	
	Permit Review		13	37	50	
	LNG Plant Concepts			100	100	
	Engineering Design			750	750	
	Cost & Schedule			500	500	
	Downstream Concepts			20	20	
TOTAL		258	92	2,150	2,500	

ANGDA All-American LNG Project Conceptual Schedule



SB 241 (Sponsor is Sen Therriault)
ANGDA supplementary funding request (\$2.15 million)
(Heinze on 2/16/04)

Covers major work areas related to:

- business structure for the lowest cost-of-service
- integrated analysis of the benefits to Alaska and Alaskans
- verification of key project design, cost, and schedule elements

Addresses all eleven elements listed in Ballot Measure 3 that must be included in the development plan

Interactions with State's consideration of Stranded Gas applications:

- Help with the work (ie, benefits analysis, spur line)
- Provide a lower cost-of-service business alternative that help gas marketability
- Augment sponsors ability to provide gas and benefits to Alaskans
- Provides an alternative project for comparison (fall-back)

ANGDA is working with the Administration team to define and contract for most important ANGDA and Stranded Gas work efforts. Total funding requirement seems consistent with several alternative work emphasis scenarios. Timeline may slip depending on involvement with SGA applicants.

Resolution of the ANGDA Board passed unanimously on Feb 9, 2004 in support of the Administration's proposal to combine efforts of State resources working on North Slope gas issues.

"The Board of the Alaska Natural Gas Development Authority supports the appropriation of \$3,000,000. in the remainder of FY 04 to the Department of Revenue for work related to bringing North Slope gas to market."

Alaska Natural Gas Development Authority				Alternate FY 04 Funding	
				Base Case	Alternative Price
				FY 04	Partner
				FY 04	FY 04
		Spent	Added		
ANGDA				275	375
Personal Services (Staff)	126	29	155	180	
Staff Travel	9	11	20	45	
Board Travel	11	14	25	50	
Office & Supply	6	19	25	50	
Report & Communication		50	50	50	
Business Contractors				650	1,200
Benefit Analysis	50	100	150	250	
Tax Advice	25	125	150	250	
Market Insight	25	75	100	250	
Financing	50	100	150	250	
Project Economics		100	100	200	
Project Contractors				1,575	925
Contractor Co-ordination	15	120	135	185	
Spur Line Cost	20		20	50	
Permit Review	13	37	50	50	
LNG Plant Concepts		100	100	100	
Engineering Design		750	750	250	
Cost Schedule		500	500	250	
Downstream Concepts		20	20	40	
TOTAL	350	2,150	2,500	2500	

Provided by ANGDA

Required Elements in the Development Plan

Alaska Natural Gas Development Authority

Ballot Measure 3 stated that

The development plan must include:

1. Estimates of Construction Costs and Timelines
2. Gas Procurement Prices
3. Use of the State's Royalty Gas
4. Estimates of Revenue to the General Fund and the Alaska Permanent Fund
5. A Revenue Sharing Plan with Municipal Governments
6. A Plan for the Delivery and Pricing of Natural Gas to Communities Along the Pipeline Route and to South-Central Alaska through a spur line
7. A Plan for Delivery and Pricing of Natural Gas to Yukon River and Coastal Communities
8. A Payment Schedules to Companies Providing Permits or Other Valuable Assets
9. A Marketing Plan to Approach Potential Buyers
10. A Plan to Maximize Alaska hire, Including Project Labor Agreements
11. A Plan to Ensure Meeting the Highest Environmental and Safety Standards, Including a Citizen Advisory Council

Provided by ANGDA

ANGDA Funding by Development Plan Elements			
Development Plan Element		Contract Reference	
		Contract co-ord	\$135
		Spurline cost	\$20
1	Cost & Timelines	LNG plant concepts	\$100
10	Alaska Hire	Engineering design	\$750
		Cost & schedule	\$500
		Downstream concepts	\$20
2	Gas Procurement Prices	Market insight	\$100
9	Marketing Plan	Project economics	\$100
3	State's Royalty Gas	Benefit analysis	\$150
4	GF & PF Revenue		
5	Municipal Sharing		
6	Gas to Communities		
7	LNG to Communities		
11	Environmental & Safety		
8	Value of Permits	Permit review	\$50
	General & Overhead	Staff salary & benefits	\$155
		Travel	\$45
		Office & supplies	\$25
	Communication	Report & communications	\$50
	Business Plan	Tax advice	\$150
		Financing	\$150
TOTAL			\$2,500

Provided by ANGDA

February 12, 2004

Mr. David L. Sokol
Chairman and Chief Executive Officer
MidAmerican Energy Holdings Company
P. O. Box 657
Des Moines, IA 50303-0657

Dear Mr. Sokol:

The Board of Directors of the Alaska Natural Gas Development Authority (ANGDA) and I welcome you and your company to Alaska and your sponsor group interest in bringing North Slope gas to market. As a public corporation of the State, ANGDA's interest is in the timely delivery of Alaska gas to the market in a way that provides the maximum benefits to Alaska and Alaskans.

ANGDA was created by public initiative and directed to pursue a gasline to Valdez, LNG export, and a spur line from Glennallen to the Cook Inlet area. Obviously this project has a number of common aspects to your proposed AICan highway gas project and we would welcome the opportunity to work with you in a mutually beneficial way.

Additionally, ANGDA has undertaken several work projects (i.e., a "benefits analysis" model) that may be of interest in your project definition and discussions with the State. We also are currently defining our business structure to assure that the leverage of being an Alaskan public agency contributes to the lowest cost-of-service possible in North Slope gas transportation.

In all of these areas we are anxious to contribute to your project's success and would welcome the earliest opportunity to interact directly in Alaska or at your headquarters.

Harold Heinze
CEO, Alaska Natural Gas Development Authority

Copied To: Mr. Robert Sluder, MEHC Alaska Gas Transmission Company, LLC
Mr. Ken Thompson, Pacific Star Energy
Mr. Carl Marrs, CIRI

February 13, 2004

To:

Mr. Joe Marushack
Vice President
ANS Gas Development
ConocoPhillips Alaska

Mr. Ken Konrad
Sr. Vice President
Alaska Gas
BP Exploration Alaska

Mr. R. D. Schilhab
Vice President
ExxonMobil Alaska
Production

Dear Sirs:

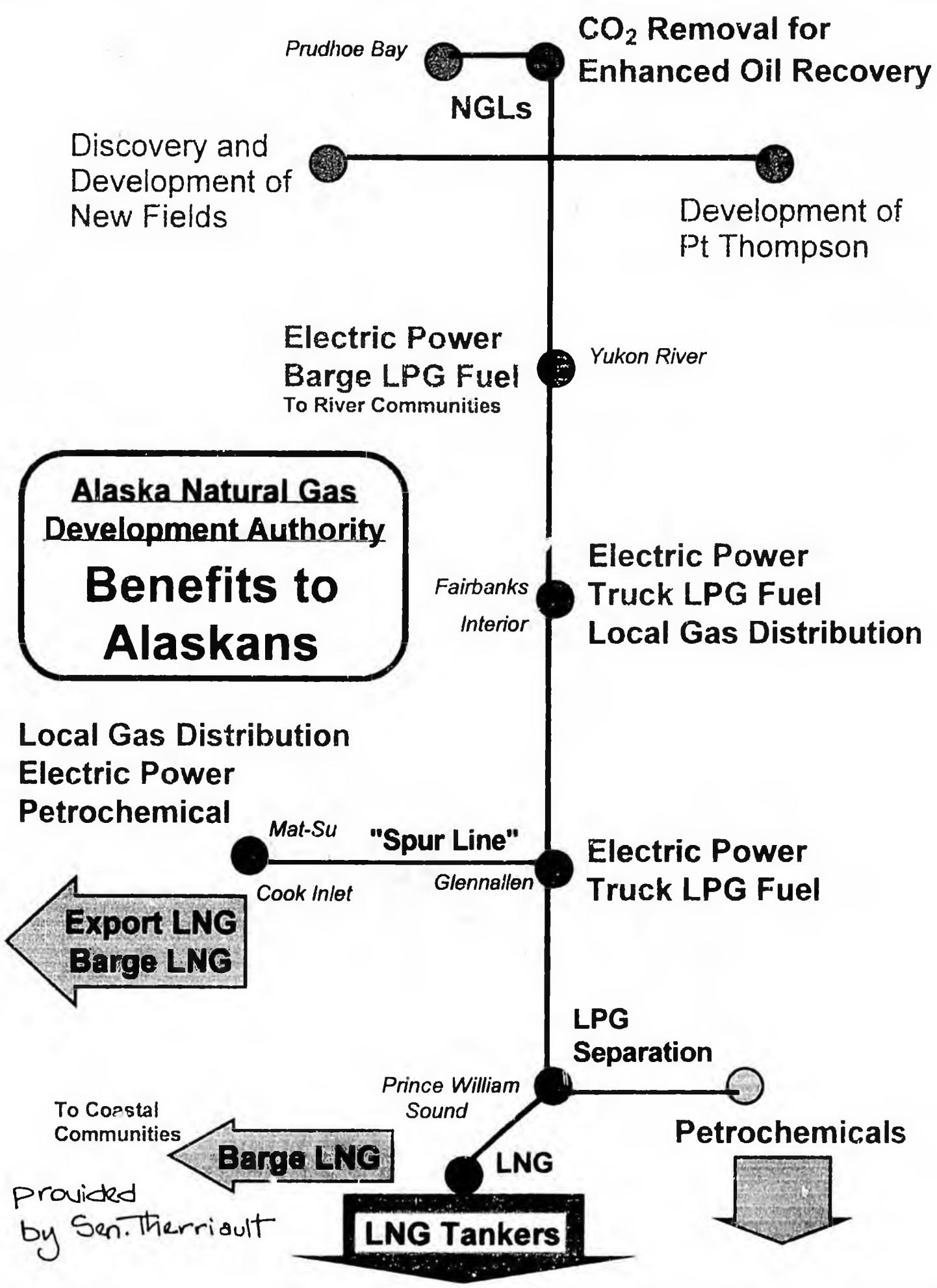
The Board of Directors of the Alaska Natural Gas Development Authority (ANGDA) takes note of your recent application to the State of Alaska under the Stranded Gas Act.

As a public corporation of the State, ANGDA's interest is in the timely delivery of Alaska gas to the market in a way that provides the maximum benefits to Alaska and Alaskans. ANGDA was created by public initiative and directed to pursue a gasline to Valdez, LNG export, and a spur line from Glennallen to the Cook Inlet area. Obviously this project has a number of common aspects to one of your proposed gasline route alternatives following the AICan highway and we would welcome the opportunity to work with you in a mutually beneficial way. Your Beaufort Sea alternative route might become possible if North Slope gas was available to Alaskans as provided for in our project and we would also welcome the opportunity to discuss your co-operation towards that objective.

Additionally, ANGDA has undertaken several work projects (i.e., a "benefits analysis" model) that may be of interest in your project definition and discussions with the State. We also are currently defining our business structure to assure that the leverage of being an Alaskan public agency contributes to the lowest cost-of-service possible in North Slope gas transportation.

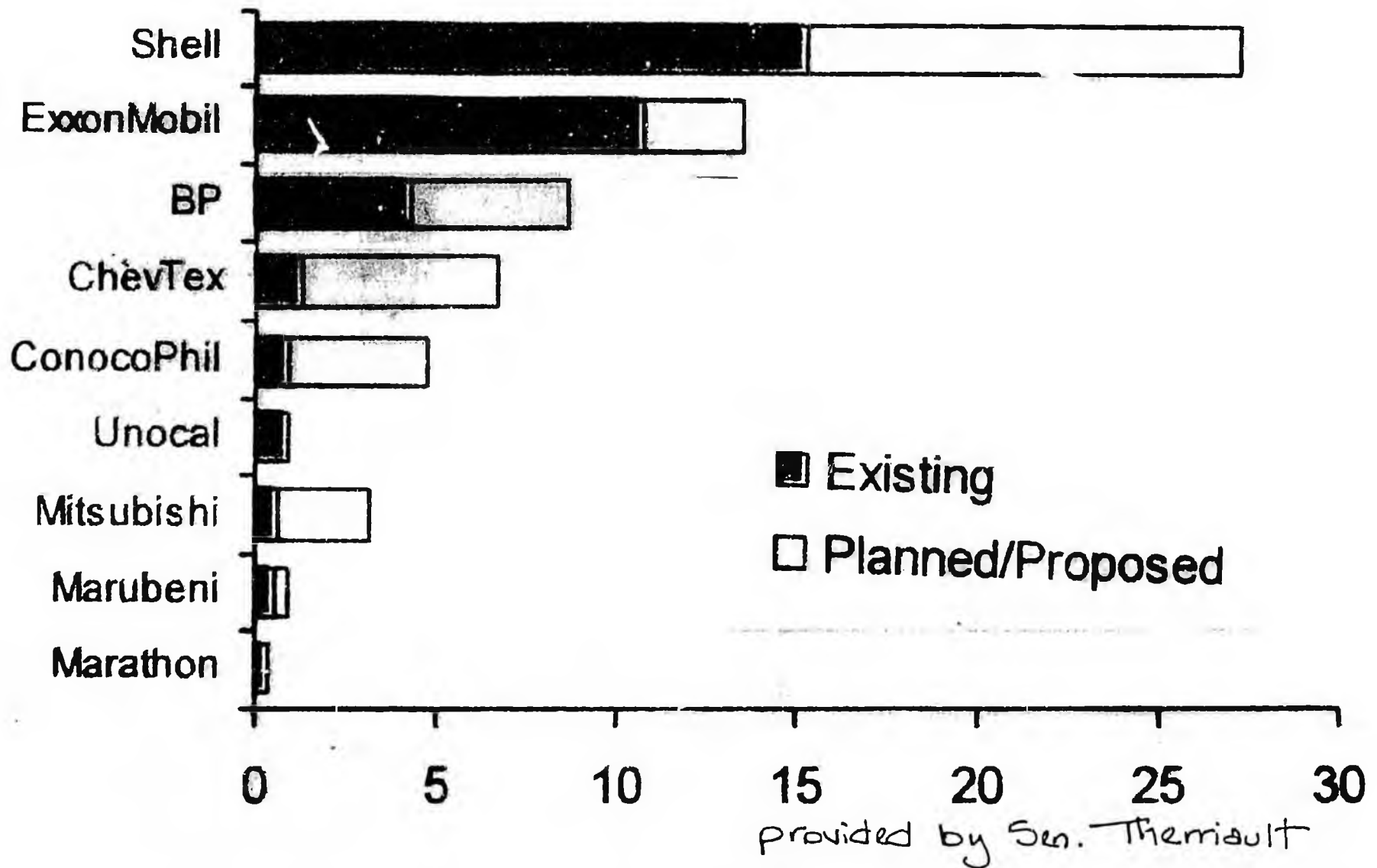
In all of these areas we are anxious to contribute positively towards your determination of an economic project and we would welcome the earliest opportunity to interact directly at a Board level.

Harold Heinze
CEO, Alaska Natural Gas Development Authority

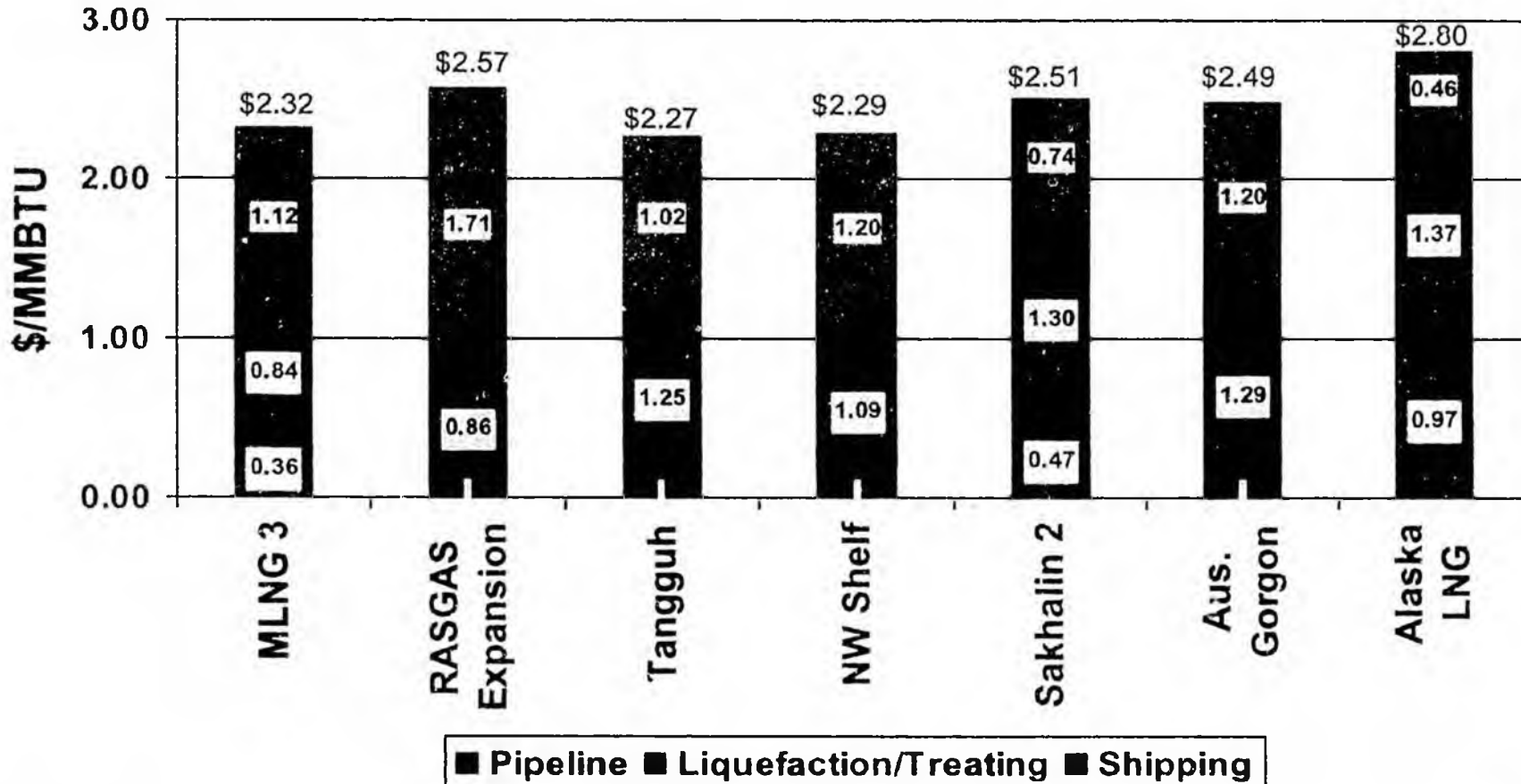


Asia-Pacific Key LNG Suppliers

(Estimated working interest, mmtpa)



ESTIMATED COST OF SERVICE COMPARISON TO WCNA⁽¹⁾



Numbers estimated from external sources
Excludes upstream and cost for regas

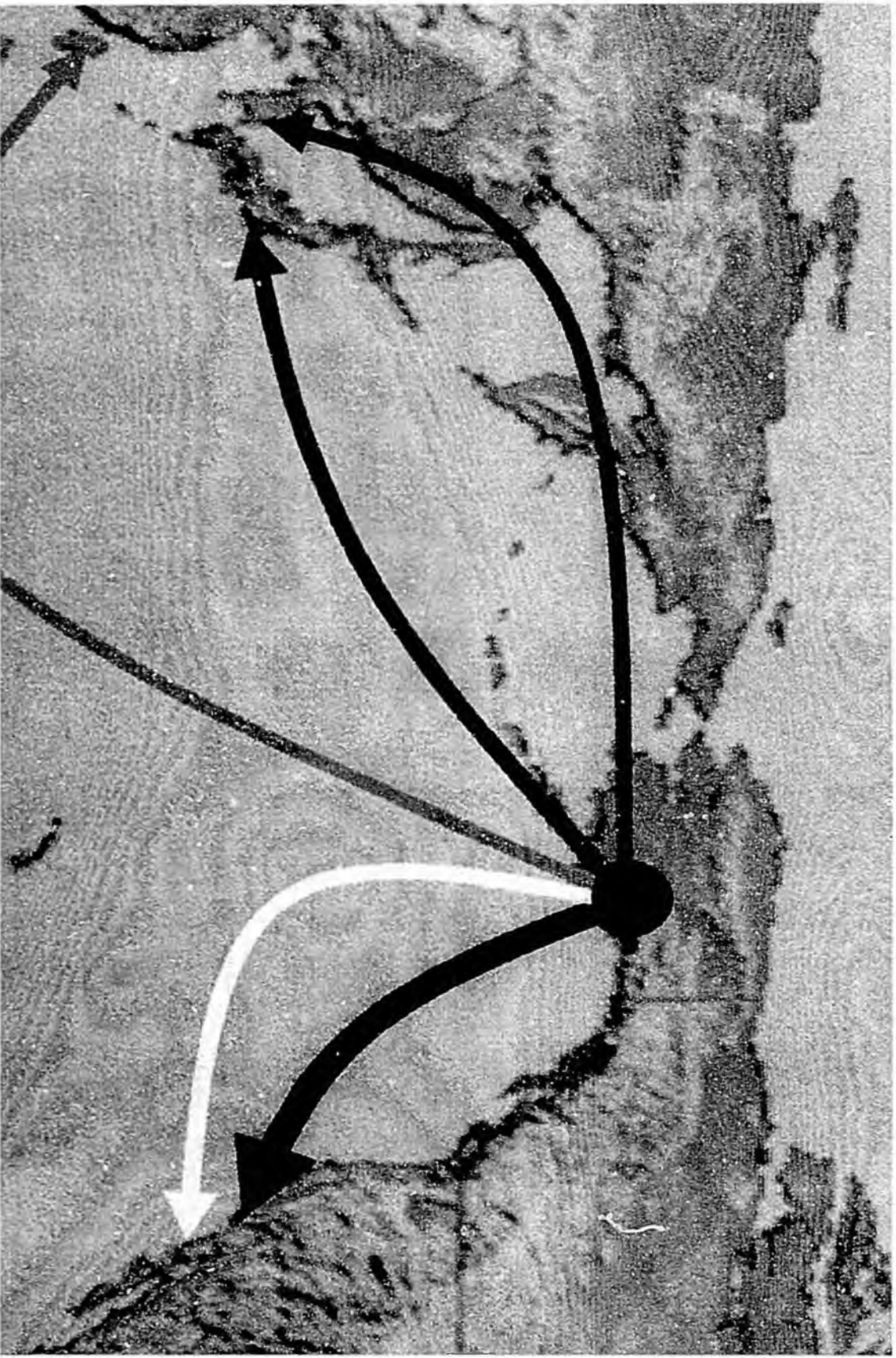
(1) West Coast North America



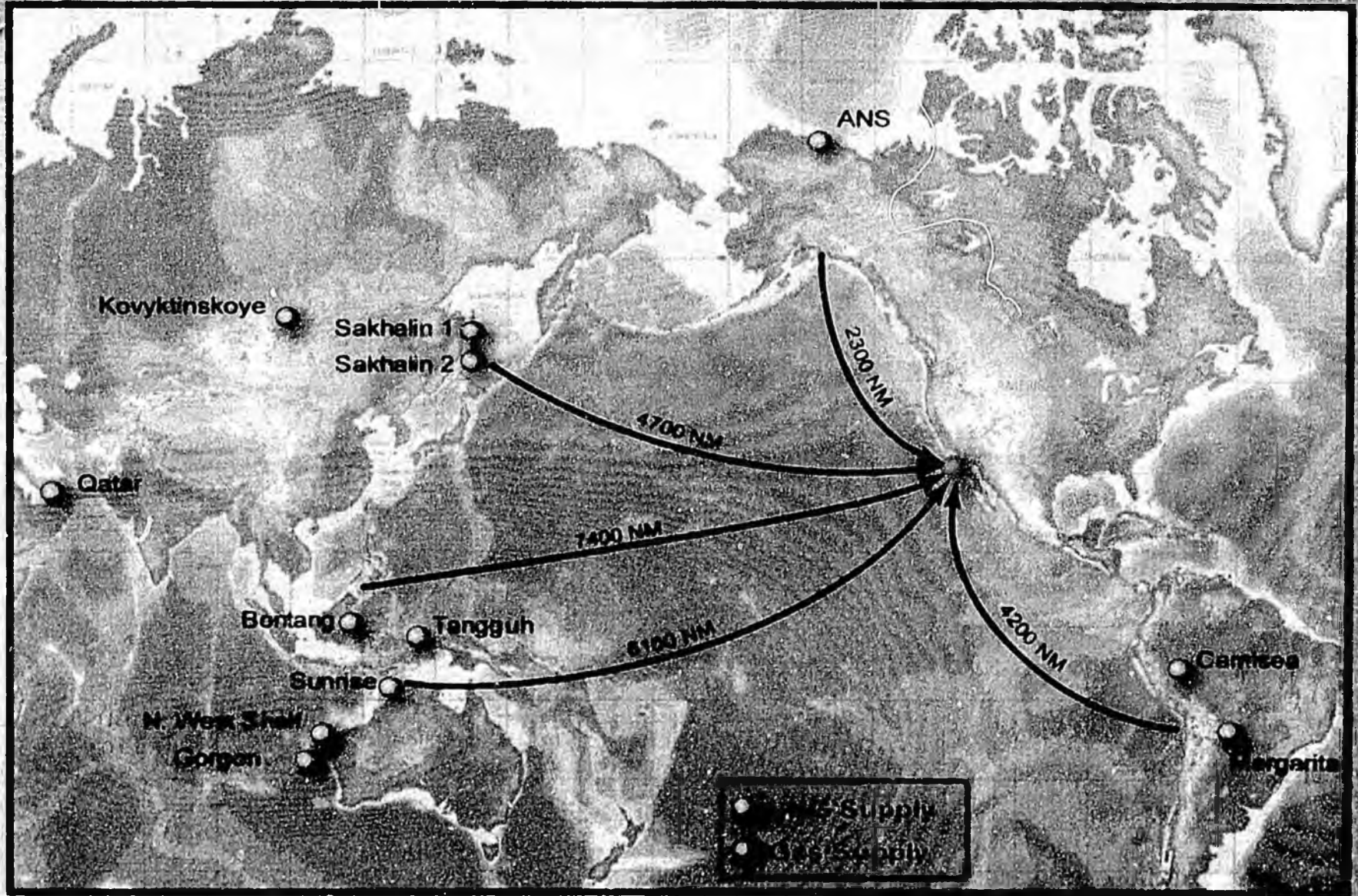
MC's Involvement in LNG Business

Project	Up-stream	LNG Plant	Finance	Shipping	Services to Buyers	Receiving Terminal
'69 Alaska					→	
'72 Brunei		→	→	→	→	
'83 Malaysia Satu		→	→		→	
'84 Indonesia (Arun2)			→	→	→	
'89 Australia (NWS)	→	→	→	→	→	
'95 Malaysia Dua		→	→		→	
'00 Oman		→				
'03 Malaysia Tiga	→	→	→		→	
'07 Tangguh	→		→	→	→	
'07 Sakhalin II	→	→	→	→	→	
'07 Venezuela (VLNG)	→	→	→	→		
'07~08 LB (SES)			→	→	→	→

Potential Markets for Alaskan LNG



Pacific Basin Gas Competition



ANGDA Business Concepts

- Public corporation run by Board
- Issue revenue bonds
- Administer State right-of-way
- Build & operate facilities in Alaska
- Buy & sell gas (more than Royalty gas)
- Invest at risk -- capture rewards
- Benefits driven (more than ROI)
- Contract for ships & marketing

provided by Sen. Theriault

ANGDA Benefits & LNG Project

- ANGDA's focus is getting North Slope gas benefits to Alaska & Alaskans
- LNG export is integral to the economies of delivering gas throughout Alaska
- Alaskan LNG project is economically viable as infrastructure providing significant benefit values to Alaska and the Nation

ANGDA Project Concept & Cost

<u>Project Elements</u>	<u>Size</u>	<u>Cost</u>
Treatment	2 BCFPD plant	\$ 2 B
Pipelines	800 miles of 36"	\$ 4 B
Liquefaction	4 trains @ 4 M tn/yr	\$ 4 B
LNG Tankers	3 @\$300M & 7 @\$150 M	\$ 2 B
Total Export	16 M tn/yr	\$ 12 B

NOTIONAL Cost of Service Comparison

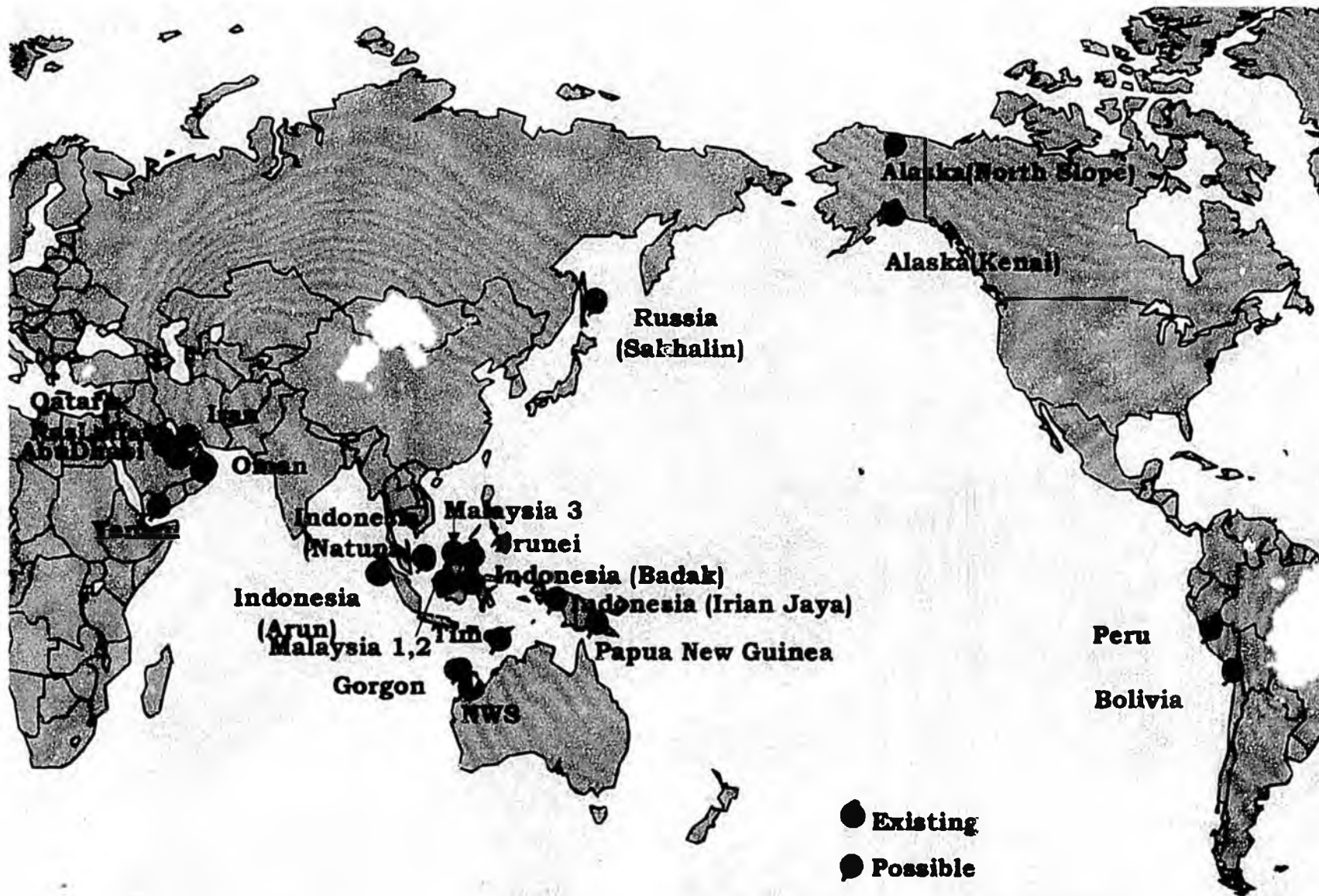
Does **NOT** Include Wellhead Purchase Price

	High ROR Commercial	Not Taxable	Benefit Driven Infrastructure
Pipeline	1.40	1.00	0.75
LNG	1.50	1.20	0.90
Total Cost of Service	\$2.90	\$2.20	\$1.65

Pacific Rim LNG Projects to West Coast: \$2.20 to \$2.60

AlCan Highway Gasline to Market: \$2.39

Pacific Rim LNG Supplies



Delivery Volumes / year from Valdez

	Long Beach	Baja Mexico	Tokyo Japan	Inchon Korea	Taiwan
Distance (nm)	2,070	2,200	3,409	4,216	4,590
Volume/ship/yr	1.9 mt	1.8 mt	1.3 mt	1.0 mt	1.0 mt

**THE
FOLLOWING
DOCUMENT(S)
ARE
POOR
ORIGINAL
COPIES**

Alaska Municipal League

ATTN: JOE

RESOLUTION 2004-11

A Resolution Encouraging the Building of an All Alaska Gasline for Alaska's Gas to Capture the Present Demand for Natural Gas on the West Coast

WHEREAS, Article VIII, Section 1, Constitution of the State of Alaska, provides: It is the policy of the State to encourage the settlement of its land and the development of its resources by making them available for maximum use consistent with the public interest; and

WHEREAS, article VIII, Section 2, Constitution of the State of Alaska, provides: The legislature shall provide for the utilization, development, and conservation of all natural resources belonging to the State, including land and water, for the maximum benefit of its people; and

WHEREAS, development of Alaska's vast natural gas reserves is of critical importance to the financial well being of the State of Alaska and of its residents, and every municipality; and

WHEREAS, public ownership of a natural gas pipeline offers substantial advantages over private ownership including income from the pipeline operations being exempt from federal taxation. Interest on bonds issued to finance pipeline construction would be, to some extent, exempt from federal income tax; and

WHEREAS, the West Coast of the United States is experiencing an energy crisis whereby the demand for LNG into the West Coast of the United States is at its highest level; and

WHEREAS, with a partially permitted route from the North Slope of Alaska to tidewater for a gasline/LNG project, Alaska has a tremendous advantage and opportunity to finally commercialize its vast resource of natural gas on the North Slope; and

WHEREAS, the largest natural gas distribution company in the United States, Sempra Energy, having approximately 21 million customers, has expressed its desire to receive LNG from Alaska for its recently permitted LNG receiving terminal in Baja, Mexico; and

WHEREAS, two independent economic models under a public ownership structure show annual revenues to Alaska from an All-Alaska gasline project between \$500 million to \$1 billion per year over the life of project.

NOW, THEREFORE, be it resolved by the Alaska Municipal League that the Governor and Legislature are urged to take steps necessary to move forward the development of a publicly owned gasline project from the North Slope to a southern tidewater terminus as quickly as possible.

ALASKA AFL-CIO

RESOLUTION NO. 03-06

A RESOLUTION SUPPORTING THE CONSTRUCTION OF AN ALASKA LNG GASLINE PROJECT TO CAPTURE PRESENT DEMAND FOR NATURAL GAS ON THE WEST COAST

Whereas, Article VIII, Section 1, Constitution of the State of Alaska provides as follows: "It is the policy of the State to encourage the settlement of its land and the development of its resources by making them available for maximum use consistent with the public interests", and

Whereas, Article VIII, Section 2, Constitution of the State of Alaska provides as follows: "The Legislature shall provide for the utilization, development and conservation of all natural resources belonging to the State, including land and water, for the maximum benefit of its people", and

Whereas, the North Slope of Alaska has over 35 trillion cubic feet of known natural gas reserves and has up to 100 trillion cubic feet of estimated gas reserves, and

Whereas, Alaska's gas is of critical importance to the nation's energy and economic security interests as the United States is too dependent on foreign oil imports from unstable and unfriendly countries of the world, and

Whereas, the development of Alaska's vast natural gas reserves is of critical importance to the economic interest of the citizens of the State of Alaska and will strengthen and diversify the State's economy, and

Whereas, the Alaska AFL-CIO has and continues to support all viable gas line proposals to develop and market Alaska's natural gas for the benefit of its citizens and the United States, including the Alaska Natural Gas Transportation Project as authorized under ANGTA and those provisions described in Subtitle D - Alaska Natural Gas Pipeline in the proposed 2004 Energy Act, and

Whereas, the Alaska AFL-CIO believes it is appropriate to consider public ownership of an Alaska Natural gas pipeline, as such public ownership may offer substantial advantages and benefits to the people of Alaska, including income from the public project being exempt from federal taxation, and

Whereas, the West Coast of the United States is experiencing an energy crisis whereby the demand for LNG into the West Coast of the United States is at its highest level in its history, and

Whereas, the largest natural gas distribution company in the United States, Sempra Energy, having approximately 21 million customers has expressed a desire to receive LNG from Alaska, for its recently permitted LNG receiving terminal in Baja, Mexico, and

Whereas, with an already partially permitted route for a natural gas line/LNG project from the North Slope to tidewater in Valdez, Alaska may have an opportunity to finally commercialize its vast resources of natural gas, and

Whereas, two independent economic models under a public ownership structure show annual revenues to Alaska from an all-Alaska gas line project of hundreds of millions of dollars over the life of the project.

Now, Therefore Be it Resolved, that the Alaska AFL-CIO urge the Governor and the Alaska Legislature to review the benefits of an all-Alaska LNG project to the people of Alaska and to move forward quickly toward the development of a publicly owned LNG project from the North Slope to tidewater, if the project is in the best interest of Alaska.

Passed and approved this 2nd day of December 2003.

Article Published: Wednesday, March 10, 2004

Meyers warns against early pipeline hopes

By DAN RICE, Staff Writer

ConocoPhillips Alaska President Kevin Meyers seems an unlikely source for the message that it might be premature to get excited about the possibility of a pipeline being built soon to transport North Slope gas to the Lower 48.

Meyers, who was in town Tuesday and spoke at a Greater Fairbanks Chamber of Commerce lunch, highlighted a series of possible complications and risks in a gas line project.

Doing the project right, he said, could take a while.

"I appreciate the desire to make it happen, but at the same time, set realistic goals for the time involved, the hurdles we have to clear," said Meyers, whose company is part of a consortium of three major oil producers that recently applied to the state to build a gas line.

Building a pipeline that extends from the North Slope all the way to the Midwest presents plenty of risks for a potential builder, Meyers said, including whether Lower 48 gas prices will provide enough of a profit to justify the project.

Tariffs alone, he said, could total some \$10 million a day, or almost \$120 a second.

"Anyone want to guess what the price of gas will be in the Lower 48 and bet \$120 a second on it?" Meyers asked.

ConocoPhillips, along with BP Exploration (Alaska) and Exxon Mobil, have applied to the state to build a gas line under the Stranded Gas Development Act. MidAmerican Energy Holdings Co. and the Alaska Gasline Port Authority also have applied.

Another hurdle in a gas line project is the time it will take for the project to clear the environmental impact

statement process, Meyers said. ConocoPhillips' recent plans to add five new wells in the Alpine oil field will probably be in the EIS stage for 18 months to two years.

"That's just five little wells. Can you imagine what the EIS process would be like on a gas line?" he said.

OTHER ARTICLES IN THIS SECTION

3/10/2004

- [Denali wolf buffer retained](#)
- [Webcams keep eye on the ice](#)
- [Dalton off-road bill passes first hurdle](#)
- [Family Focus loses federal grant](#)
- [Open house will focus on new Anderson subdivision](#)
- [Committee backs climate change research](#)
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- [Murkowski OKs oil sales to Flint Hills](#)
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- [Report on rapes in Air Force sparks changes](#)
- [School funding outlook looks up](#)
- [City to get tough on ugly lots](#)

Despite the risks and hurdles, Meyers said he thinks a gas line will be built. The time to get excited about it, though, is closer to when the first FIS comes out, he said.

Meyers had similar comments about the possibility of oil development solving the state's budget gap.

"Can we develop our way out of this? I think the answer is maybe," he said. "But it's going to take time."

The fiscal solution, however, is not to raise taxes on the oil companies as some have suggested, Meyers said. The industry already contributes about 87 percent of the state's general fund revenue, he said, and higher taxes would only discourage companies from pursuing new projects in the state.

"How many people in this room feel that there's too much oil and gas exploration going on right now?" Meyers asked the crowd at the chamber lunch. "Greenpeace doesn't get to answer. I don't think there's too many Greenpeacers in this crowd."

Reporter Dan Rice can be reached at drice@newsminer.com or 409-7503.

ALASKA'S STRATEGIC INTERESTS IN NORTH SLOPE GAS DEVELOPMENT

By Paul Fuhs
for BackBone2.org

TABLE OF CONTENTS:	PAGE
Who is Backbone 2?.....	2
What was the purpose of Backbone 1?.....	2
Is the All-Alaskan LNG project economic?.....	2
Can Alaska compete?.....	3
Is the project financeable?.....	4
What are the markets for Alaskan LNG?.....	4
Why won't the oil companies build the LNG project?.....	5
Comparative benefits of All-Alaskan and Canadian highway project.....	6
Jobs	
Local and State revenues	
Gas to Alaskans	
Which can be built sooner?	
Which is better for the environment?	
Greatest potential for value added processing	
Which creates the most oil loss?	
Which is best to encourage independent oil companies?	
Which provides benefits to Alaskan non-profits?	
The ANGDA process for developing the All-Alaskan project.....	8
Is government participation in such a project unusual?.....	9
Is this another Delta barley farm or seafood plant boondoggle?.....	10
How can a gas supply be secured for the All-Alaskan project?.....	10
How does the Jones Act affect the project?.....	11
What about a mainline route to Kenai?.....	12
Is Backbone 2 against the Canadian Highway project?.....	12
What about the recent Stranded Gas Act applications?.....	12

WHO IS BACKBONE 2?

Backbone 2 is an Alaskan citizen organization that supports the expeditious development of Alaska's North Slope gas reserves in a manner that provides maximum benefits to the people of Alaska. Backbone recognizes that there could be significant benefits from a publicly owned gas pipeline including jobs for Alaskans, state and municipal revenues and access to gas for Southcentral and coastal Alaska. And since the All-Alaskan LNG project is already permitted, it could be built years earlier than a pipeline through Canada.

In 2002 138,000 Alaskan voters (62%) voted to create the Alaska Natural Gas Development Authority (ANGDA) to build a publicly owned gasline paralleling the trans Alaska oil line to Valdez. Backbone 2 was established to demand that our elected and appointed officials respect the will of Alaska's citizens. We support adequate funding for ANGDA and call on the Governor to provide leadership in securing a gas supply for the project. We also call on our congressional delegation to treat the All-Alaskan project equally in federal energy legislation.

WHAT WAS THE PURPOSE OF BACKBONE 1?

Backbone 1 was formed three years ago to fight the efforts of British Petroleum to take over all of ARCO's assets on Alaska's North Slope through a merger. The issues were monopolistic control of contracting on the North Slope, concentrated political influence in Alaska and continued stonewalling on development of Alaska's North Slope gas reserves. The efforts of Backbone 1 and others led to the Federal Trade Commission's rejection of their acquisition of ARCO's Alaska assets. A copy of the FTD order is available on Backbone 2's website: Backbone2.org ARCO's Alaska holdings were purchased by Conoco-Phillips and that is how they became one of Alaska's oil and gas producers. The reference to backbone was encouraging Alaska's political leaders to have one against the merger.

IS THE ALL-ALASKAN LNG PROJECT ECONOMIC?

According to the base case LNG project adopted by ANGDA (available at backbone2.org website) an LNG project which costs approximately \$12 billion to build including a gas conditioning plant, pipeline, liquefaction facilities, marine terminals and tankers, and which can produce 2.2 billion cubic feet per day (bcf/day), is economic if the gas can be sold for \$3.50 to \$3.70 per million BTU. That price is right in the middle range of long term LNG contracts currently being negotiated in Asia and the US West Coast.

While the major oil companies say the project is uneconomic, they studied it several years ago at a production rate of only 1 billion cubic feet per day because it was thought that you couldn't place more than that amount at one time into the Asian market. With the opening of US West Coast markets to LNG, that restriction is no longer the case.

When you produce over 2 billion cubic feet per day, you reach sufficient economies of scale to pay the debt service and make a reasonable rate of return to the owner of the project. At a 12% rate of return, the project owner (in this case ANGDA) would earn about \$1 billion per year. The oil companies have consistently state(d) that they need a much higher rate of return before they will do a project.

Well, a billion dollars a year might not be enough for the oil companies, but for Alaska it equals the budget deficit Alaska is facing which otherwise can only be made up by massive budget cuts, heavy taxes, losing your permanent fund dividend or all the above.

The bottom line is that ANGDA must perform its own analysis of this base case so that it can negotiate throughput agreements and gas purchase and sales agreements with confidence. This is why Backbone 2 strongly supports the proposed funding of \$2.15 million contained in SB241 by Senate President Gene Therriault. And HB296 by Rep Eric Croft.

CAN ALASKA COMPETE?

The oil companies have also intentionally misinformed people by repeating over and over that Alaska can't compete because all the other projects have gas right(s) at tidewater and Alaska requires an 800 mile pipeline. In fact, other projects do have pipelines and other development costs that Prudhoe Bay does not have. For instance, many of the competing projects have field development costs that Alaska does not have. At Prudhoe Bay, we are producing 8.5 bcf/day as part of the oil development and all that would have to be done to provide gas there is to turn a valve on.

Here are some of the pipeline distances associated with other LNG projects: Malaysia Tiga pipeline 300 miles, Yemen pipeline 200 miles, Darwin LNG pipeline 310 miles, Sakhalin II pipeline 390 miles of 48 inch pipe and 110 miles of gathering pipe, Bolivia 280 miles plus expansion of (a) 1100 mile pipeline.

Alaskan LNG has a number of other advantages. Alaska is much closer to US west coast markets which represents far lower shipping costs. For example, Alaska is 2245 miles from LA, Sakhalin is 4964 miles away, Darwin, Australia is 7916 miles, Natuna is 8951 miles away, Abu Dhabi is 11,565 miles away and Yemen is 12,050 miles away. LNG tankers constitute a substantial expense of an LNG project, up to \$200 million apiece. If the shipping distance is twice as far, you need twice as many tankers. The tankers required to ship LNG from Qatar to the US West Coast is equal to the costs of the Alaskan pipeline.

The real bottom line on comparing projects to each other is contained in the term 'Cost of Service'. This term is used in the industry to identify all the costs associated with shipping the gas and is usually stated in terms of dollars per million btu (\$/mmbtu). Listed below are comparative cost of service numbers for representative projects around the world. The source of these numbers is Conoco Phillips:

\$/mmbtu cost of service to US West Coast

\$2.32 Malaysia LNG 3
\$2.57 Rasgas expansion
\$2.27 Tangguh, Indonesia
\$2.29 Northwest Shelf
\$2.51 Sakhalin 2
\$2.49 Australia Gorgon
\$2.80 Alaska LNG

\$2.20 Alaska LNG tax exempt (estimate by ANGDA)

While the cost of service numbers for Alaska are higher, they are based on a private commercial pipeline structure rather than a publicly owned pipeline as represented by ANGDA. *When you apply ANGDA's income tax exemption to these numbers, Alaska's cost of service is \$2.20 per mmbtu, lower than any other source of supply in the pacific rim.* Conoco Phillips also notes that additional field development costs (which Alaska does not have) are not included in their numbers.

IS THE PROJECT FINANCABLE?

Two investment banking firms have analyzed the data in the base case for the All-Alaskan LNG project and have found that the project is financable if the estimated project costs are correct and long term sales contracts can be obtained. These companies are George K. Baum and Taylor DeYoung. An executive summary of George K Baum's analysis is accessible under the facts and reports section of Backbone 2's website.

The loan guarantee provisions put into the omnibus bill by Senator Lisa Murkowski would also help in the financing of the project. Although the omnibus bill recently passed, the energy bill would also have to pass to make the provisions active. The future of the energy bill is uncertain.

Pipeline projects are typically financed primarily through debt. Even the Trans Alaska oil pipeline was financed with only 25% equity. The remaining 75% was financed through the sale of taxable bonds, with the exception of the marine terminal which was financed by the municipality of Valdez. If long term contracts for LNG can be obtained, the project could be financed with 100% debt.

WHAT ARE THE MARKETS FOR ALASKA'S LNG?

Asia has always been seen as a market for Alaskan LNG. They have purchased LNG from the LNG plant in Nikiski for the past 30 years and see Alaska as a more stable source of supply than Indonesia, Russia or the Middle East. Development of West coast markets for LNG would provide the economies of scale needed to make Alaska's LNG

project economic. The states that have expressed an interest in Alaskan LNG are California, Oregon and Hawaii.

Japan, Korea and Taiwan have all expressed an interest in Alaskan LNG. They have also stated that they prefer Alaskan LNG due to security of supply compared to less stable sources in the world. Buying American gas from Alaska will also help reduce the balance of payments deficit with our Asian trading partners.

It should also be noted that North Slope gas is a rich gas that contains more than methane. North Slope gas contains propane which commands a premium price in the Asian market. It also contains ethane and butane which can be used as a feedstock for value(-)added hydrocarbon products such as plastics and rubber.

Alaska communities are also an important market for North Slope gas. Although small in scale compared to West Coast or Asian markets, providing affordably priced gas to Alaskans is an important component of this project.

WHY WON'T THE OIL COMPANIES BUILD THE LNG PROJECT?

In representing the interests of their shareholders, the oil companies look at their worldwide leases and operations, not just their Alaska holdings. Oil and gas consultant Pedro Van Meurs testified to the legislature 3 years ago that the companies were pursuing projects overseas that had worse economics than the Alaska project because those leases contained requirements that the companies develop them within a certain time period, often as little as five years or they would lose the leases.

Alaska's leases lump oil and gas together so as long as the oil is being produced, the lease terms are being met. Alaska gas is like a gallon of milk on the shelf with no pull date on it. That milk will never make it to the front of the shelf. The field the oil companies have not developed at all and which is probably in default is Point Thomson which has not been developed for 20 years. The State of Alaska needs to take a strong position regarding this field and to take it back if necessary. It could provide a valuable source of gas for the gasline project.

Another problem with the 3 oil companies on the North Slope building an LNG project or any gas project is that they all have different agendas and in many cases are dysfunctional as a unit. Part of this was caused by the fact that because of the way the Prudhoe Bay oil reservoir and gas cap are situated, the companies owned different percentages of oil and gas. When the Oil and Gas Conservation Commission threatened to unitize the field, which is standard practice for almost any field in the world, Attorney Bruce Botelho, at the request of Governor Tony Knowles, wrote them a letter and told them that they had no jurisdiction over economic matters on the slope. The response disagreeing with that letter from Commission member Tuckerman Babcock is available in the fact and reports section of Backbone 2's website.

A fascinating insight into the dysfunction and different agendas between the companies on the North Slope is contained in the Module 880 ruling by the Department of Natural Resources which is also available on the website.

When ARCO was bought by Cononco-Phillips as part of the BP merger, the companies finally realigned their oil and gas interests so they are equal so this should no longer be an impediment to the project going forward.

However, it does raise one more concern. Since the companies own roughly one third of the gas each, if any of the Alaska projects go forward, they will get to market their one third but they will be giving up two thirds of their market share to their competitors. This causes them to favor their overseas projects which they do not have to share with other companies.

WHAT ARE THE COMPARATIVE BENEFITS OF THE ALL-ALASKAN AND CANADIAN HIGHWAY PROJECT?

It is difficult to compare the projects because the oil companies won't release any of their numbers and the Murkowski administration hasn't presented any of their own analysis. However, some things are clear:

JOBS: Alaskan employment on the All-Alaskan LNG project will be at least double the Canadian Highway project. Building a pipeline to the Canadian border will take only 2 years compared to at least 4 years of construction employment on the LNG project due to the construction of the liquefaction plant and marine terminal in Valdez. There will be many more jobs building the pipeline through Canada, but that will all be done with Canadian workers. Why would we surrender our future to a foreign country and lose our Alaskan jobs?

REVENUES: State revenues would be higher with the All-Alaskan LNG project because we would own all or a significant part of it. It has been estimated that the state owned pipeline would generate up to \$1 billion per year to the State of Alaska. (George K. Baum analysis) This could minimize the need for taxes on Alaskan citizens and protect the permanent fund dividend. For a privately owned Canadian Highway project, Alaska would only receive severance, production and property taxes which would be far lower than a publicly owned project. The law that established ANGDA also requires them to negotiate revenue sharing with local governments. This could provide tax relief on a local level. Part of the state revenues would also go into the permanent fund and will increase dividends in the future.

GAS TO ALASKANS:

Shortages of gas in Cook Inlet are already causing price increases for consumers and businesses in Southcentral Alaska. Within 5 years the price of gas could double. This is

causing extreme problems for the Agrium plant in Kenai and will also affect other businesses. The most efficient way to get North Slope gas to Southcentral Alaska is through a spurline from Glenallen to Palmer off the LNG project mainline. The North Slope to Valdez pipeline can be expanded from 2.2 bcf/day to 3.0 bcf/day by adding more compressor stations at a minimal cost. It is 137 miles from Glenallen to Palmer where it is possible to tie into Enstar's 20" distribution line which connects all the way from West Cook Inlet, through Anchorage and down to Kenai. A spurline off the Canadian Highway project from Fairbanks or Deita would be more than twice as long and require higher prices to gas consumers.

Gas can be delivered easily anywhere along the line since methane is the lightest gas in the mix and will separate out with the application of heat. The remaining heavier gases are just pumped back into the pipeline. A major advantage of the All-Alaskan LNG project is that when you have gas at tidewater, it can be delivered by barge to coastal communities and provide stable priced, affordable energy to coastal Alaskans. The Alaska Intrastate Gas Company has certificates to provide gas to 17 Alaska coastal communities. Their plan is to obtain their gas from Canada by rail barge initially and then switch over to Alaskan gas when it is available at tidewater.

WHICH PROJECT CAN BE BUILT SOONER?

The All-Alaska project has already been permitted by Yukon Pacific Corporation which is currently negotiating with ANGDA to provide the permits for the project. On the other hand, the Canadian Highway project will require major permitting, settlement of their native land claims, modification of the Alaska Natural Gas Treaty by both the United States and Canada, etc. Pedro Van Meurs, an oil and gas consultant for Alaska has estimated that the Canadian Highway project would not come on line before 2015.

WHICH PROJECT IS BETTER FOR THE ENVIRONMENT?

The All-Alaska LNG project is permitted within the existing congressionally designated pipeline corridor. A new industrial corridor would be required for the Canadian Highway project. If a spurline was built from Fairbanks to Cook inlet, it would have to go through Denali Park, the Minto Flats wildlife preserve and subsistence area, and would also have to cross the Susitna Flat Wildlife preserve.

WHICH PROJECT HAS THE GREATEST POTENTIAL FOR VALUE ADDED PROCESSING?

A project to tidewater which connects with international shipping vessels is clearly superior to an inland pipeline project. Ethane and butane can be used as feedstock for manufacturing of plastics, etc. The province of Alberta has stated that the price they will exact for the Canadian Highway project is that they will strip out all the hydrocarbons for value added manufacturing in Alberta. Alberta has a \$6 billion per year industry based on processing these hydrocarbons and they directly employ 3400 people. Those jobs should be in Alaska since it is our gas.

WHICH PROJECT CREATES THE MOST OIL LOSS?

When gas is removed from an oil field a certain amount of oil production is lost. This has not yet been calculated for the Prudhoe Bay field. In ANGDA's base case, 60% of the miscible injectant is maintained on the slope for enhanced oil recovery. The base case for the All-Alaska LNG project is 2.2 bcf/day. The Canadian Highway project is 4.5 bcf/day which is removing more than twice as much gas as the LNG project and would result in much higher oil loss. The Alaska Oil and Gas Conservation Commission should investigate this issue and make an estimate for both projects of oil loss and subsequent revenue loss to the State of Alaska.

WHICH PROJECT IS BEST FOR ENCOURAGING INDEPENDENT OIL COMPANIES TO EXPLORE AND PRODUCE GAS IN ALASKA?

To answer this question, it is very instructive to look at the current situation with the Alaska oil line. It is privately owned by the major producers on the North Slope. It is in their best interest to charge the highest price possible for shipping oil through the line. This allows them to write off the charge against the wellhead price and reduce their taxes to Alaska. The higher tariffs also make it difficult for independent oil companies to bid against the majors on oil leases. The oil companies don't mind paying the higher tariffs because they own the pipeline and the money just goes from the left pocket to the right pocket.

In a recent ruling, the Regulatory Commission of Alaska (RCA) ruled the the(delete second "the") oil companies were overcharging on the pipeline by 53%. A copy of their ruling is available on the Backbone 2 website.

ANGDA would have no similar incentive to overcharge for their pipeline tariffs. Quite the opposite, as an Alaskan organization they would have a stake in maximizing oil exploration and development in Alaska.

WHICH PROJECT PROVIDES BENEFITS TO NON PROFIT ORGANIZATIONS IN ALASKA?

When Wally Hickel was Governor of Alaska, he divested himself of his holdings (10%) in Yukon Pacific and dedicated any proceeds Yukon Pacific may earn from the project to charities in Alaska. These proceeds will be distributed on an annual basis by a three member board which will decide who gets the money. There are no similar provisions for the Canadian Highway project.

WHAT IS THE PROCESS THAT ANGDA WILL FOLLOW TO DEVELOP THE ALL-ALASKAN PROJECT?

LNG projects around the world follow a similar pattern in their development. ANGDA will be no different.

1. The first step is to identify the quantity of the resource available. For Alaska this is easy, We are producing 8.5 bcf/day on the North Slope as part of oil production.
2. The next step is to do preliminary engineering to show that the project is technically feasible and to identify approximate costs. Much of this work has already been done by Yukon Pacific Corporation and has been turned over to ANGDA. ANGDA must confirm these numbers for themselves and that is the purpose of the proposed \$2.15 million appropriation to the Authority.
3. Utilizing the preliminary numbers, ANGDA will seek letters of intent from gas producers and gas buyers. These letters typically state that if the preliminary numbers are verified by detailed engineering and the gas can be supplied at the prices quoted, that the purchase agreements will be formalized. ANGDA may also seek throughput agreements with the producers if they want to market their own gas. These agreements make commitment for capacity of the line at quoted cost of service fees.
4. Once letters of intent are in hand, detailed engineering and financing for the project must be completed. This will cost approximately \$200 million. Based on the letters of intent this money is often funded by bond anticipation notes.
5. Once detailed engineering and financing verify the economic and engineering models, the gas purchase and sales contracts are finalized, the bonds are sold for the project and construction proceeds.

IS GOVERNMENT PARTICIPATION IN A PROJECT SUCH AS THIS UNUSUAL?

Around the world, it is actually the norm for governments to participate financially in oil and gas development projects when the resources are owned in common by the people. Substantial profits can be made in the transportation and sale of oil and gas products and ownership in transportation infrastructure is seen as a key method for insuring that the citizens receive a fair rate of return on their resources.

For instance, two deals recently announced by Conoco-Phillips and Exxon in Qatar have the Qatar government owning 70% of the project and the companies owning the rest. Although the oil companies are against Alaska owning any part of an Alaska gasline, it is interesting that they are willing to deal with middle eastern, African and Indonesian governments that own a majority of their projects, but are unwilling to deal with a state that is part of the United States.

It is not even unusual for states to own pipelines. Two states, Wyoming and Georgia have formed authorities to build their own gas pipelines because the private sector is unwilling to build them, just like they are in Alaska.

IS THIS JUST ANOTHER DELTA BARLEY FARM OR ALASKA SEAFOOD INTERNATIONAL BOONDOGGLE?

If the delta barley project or the Seward grain terminal would have had to meet the same financing requirements of this project, they would never have been built.

The language in the proposition 3 initiative states that the faith and credit of the State of Alaska is not pledged to this project. Other than the initial funding for the Authority to complete the necessary due diligence on the project, all other funding will be provided by private equity partners or by non-recourse revenue bonds.

There are two important third party checks on this project which set it apart from previously state funded projects that were not very well thought through before they were funded. First, if the project is not feasible, the markets will not sign purchase agreements for the gas. Second, in order for the bond market to feel comfortable buying the bonds, they will have to see the sales or throughput contracts and have reviewed all the economic models. When they buy the bonds for this project, they are assuming the risk for the project. If congress passes the loan guarantee provisions for the All-Alaskan LNG project which were included in federal energy legislation by Senator Lisa Murkowski, it will make it easier to sell the bonds because the full faith and credit of the US Government will be behind (80% of)the bonds.

At no time can the assets of the permanent fund be put at risk by this financing. If the permanent fund chooses to consider investing in bonds for the project, they should *compare it with other investment opportunities they have and only invest if the Alaska project provides superior returns to the fund.*

HOW CAN A GAS SUPPLY BE SECURED FOR THE ALL-ALASKAN LNG PROJECT?

There are voluntary and involuntary methods and all voluntary methods should be fully explored before taking stronger actions. Typically, the project sponsor would declare a cost of service figure for shipping gas through their pipeline. Then an open season is announced to seek contracts for throughput agreements with gas holders to ship their gas. The next step would be to offer to buy the gas from the producers for the project at a certain wellhead value. If the offer is reasonable and if the producers refuse to sell their gas for the project, it may be a breach of their lease requirements and may open the door for the State to take legal action to secure a gas supply.

The most extreme measure would be the use of eminent domain which the state uses regularly to secure properties and materials for other projects such as highways, airports, etc. It is required to pay fair market value for any properties or materials taken. The companies would not be able to stop the state or ANGDA, which also independently has the powers of eminent domain, from taking the gas. However, state law would allow them to argue in the courts over what is fair market value. It would be interesting to see

what value the courts would place on stranded gas on the North Slope which has very little value without a pipeline to move it to market.

Although eminent domain is a strong action, it would financially benefit the oil companies also. If they were paid the amount in ANGDA's base model, (\$.94 per mmbtu) the oil companies would receive about \$720 million per year, after taxes, for doing nothing more than just turning on a valve and providing the gas.

The legislature has also considered gas reserves taxes in the past in which the companies would pay higher taxes the longer they leave the gas in the ground. These taxes have not passed in the past, but perhaps the legislature will look on them differently in the context of a proposed gasline and a spreading budget deficit.

Securing a gas supply for the All-Alaskan project should also be a clear focus of the Stranded Gas Act negotiations with the producers. If they are asking for tax breaks from Alaska for a Canadian Highway or over the top project, they should at least commit a gas supply for the All-Alaskan LNG project.

HOW DOES THE JONES ACT AFFECT THE PROJECT?

For LNG entering the US West Coasts or Hawaiian gas markets, the Jones Act will apply requiring vessels with US built hulls and US crews. These vessels will be more expensive to build and operate. Does this make the All-Alaskan LNG project uncompetitive? It appears that the costs of the Jones Act requirements are small compared to other costs of this or any other LNG project.

The Jones Act requirements also raise the question of the ability of US shipyards to physically produce enough vessels in time for the All-Alaskan LNG project. In discussions with US shipyards, they point to a number of factors that could allow the All-Alaskan LNG project to go forward now while minimizing the economic impact.

In the 1970's 13 LNG tankers were built in US shipyards utilizing federal shipyard construction subsidies (CDS) to equalize the cost of construction with foreign shipyards. When the expected LNG terminals in the US were not built, these vessels went in to service transporting LNG from Indonesia to Korea and Japan. Because of the construction subsidies, they were required to maintain their US. With the same costs Alaska would have to pay to move its LNG, these tankers have been able to operate economically for over 20 years.

The typical life of these tankers is 40 years so they could be reflagged into the US fleet and used to transport Alaskan LNG to the US west coast. Even if you had to buy a new foreign built LNG tanker to replace them for their foreign work, the cost of acquiring these tankers would be equal to foreign built tankers.

In the long, term, US shipyards could replace these vessels with new US built vessels, built over time instead of all at once, which the shipyards also prefer. The Jones Act is not a major impediment to the All-Alaska LNG project.

WHAT ABOUT A MAINLINE ROUTE TO KENAI?

Backbone 2 does not take a position between competing communities for LNG facilities. However, we are concerned about a potential several year delay for permitting a different project outside the already permitted route within the congressionally designated, Trans Alaska Pipeline corridor. As we noted earlier, there is a way to economically move North Slope gas to Southcentral Alaska by a spurline from Glenallen to Palmer where it would tie into the existing Enstar pipeline infrastructure.

IS BACKBONE 2 AGAINST THE CANADIAN HIGHWAY PROJECT?

No. Backbone 2 believes that it will take several years for the Canadian Highway project to get permitted and financed. Even with the recent applications submitted to the state under the Stranded Gas Act, there is no reason for Alaska to wait on developing the All-Alaska LNG project. If the Canadian Highway project is built later, that would be great. At least Alaska would have the project that provides gas and other substantial benefits to the people of Alaska.

The worst possible outcome would be if these applications were used as a justification for slowing down the efforts to expeditiously develop the All-Alaska project.

WHAT ABOUT THE RECENT STRANDED GAS APPLICATIONS?

After reviewing the stranded gas act applications recently submitted,(available in full text on backbone2.org website) it appears that the application from Mid America in conjunction with the Alaskan company Pacific Star Energy is a serious proposal. It is great to finally see Alaskan ownership in a North Slope development project.

Mid America is offering to move the gas of any North Slope producer for a fee. If they do not get contractual agreements to move the gas, it is doubtful they can receive the financing for the project.

In their application to the state they declare that "Of necessity, commercialization of the project will require concurrent contractual arrangements by shippers for transportation of gas involving both the Alaska pipeline and the downstream Canadian line." They also reference the need for "long term contracts for firm transportation service." "Mid America will not hold title to any of the gas supplies transported by the proposed pipeline."

So Mid America is dependent on the producers for their project. When Foothills Pipeline group made a similar proposal 3 years ago, they were told by the producers that they weren't interested. Given the fact the producers have proposed their own pipeline under the stranded gas act (including the over the top route) it is doubtful that they will agree to give up the profits of a gasline to someone else. The Mid America proposal says they will make a go/no go decision by 2007.

Even if we assume that Mid America can be successful, there is no reason for Alaska to slow down on development of its own project which was mandated by Alaskan voters. Perhaps there is a way for ANGDA to work with Mid America on a development which would move the Alaska project forward and also help them with their Canadian project.

The stranded gas application from the producers contains no timelines or commitments to actually build the project. It is more of a place holder and delay mechanism than anything else. They are asking the state to give them tax and royalty relief without making any real commitment to the project.

They clearly state: "Nothing in this application or any communications between the parties should be construed as a commitment by the Sponsor Group to complete fiscal contract negotiations, or to initiate engineering design, permitting, procurement, or construction of a qualified project or are deemed to create any obligation or liability of the sponsor Group to proceed with a Qualified Project.

They have also openly stated that without price subsidies from the Federal taxpayers, the project is uneconomic. It is clear now that those subsidies will not be available, even if an energy bill passes. The reason those subsidies are necessary for them is that they are demanding a high rate of return and the pipeline is just too long.

According to Bill Hauhe, manager of global liquefied natural gas (LNG) for Chevron Texaco, speaking at a recent LNG workshop at the second annual Africa Oil and Gas Conference sponsored by the Corporate Council on Africa in Houston, Texas, "For distances up to about 2,000 kilometers (approximately 1000 miles), pipelines are usually the most economical way to move gas to market. For longer distances, such as between West Africa and North America, special double-hulled LNG ships are the preferred option."

The Canadian Highway route is about 2200 miles to Alberta and 3600 miles to Chicago.

Again, the main point here is that regardless of the stranded gas act applications, Alaska should continue to move forward on its own project which can provide maximum benefits to Alaska in State revenues, municipal revenue sharing, and access to gas for Alaskans. Eventually, both projects could be built and that would be the best case scenario for Alaska.

The stranded gas act applications open the way for the Murkowski administration and the legislature to negotiate provisions that would allow the All-Alaska project to go forward.

If the oil companies are asking for tax and royalty breaks, the state should demand either a gas supply for the All-Alaska project or some other commercial agreement that would help facilitate the project such as a joint venture agreement. To do any less would be to abandon the strategic interests of the people of Alaska in North Slope gas development.

VISIT BackBone2.ORG TO ACCESS THE DOCUMENTS REFERENCED IN THIS PAPER. To comment contact paulfuhs@earthlink.net

SENATE FINANCE COMMITTEE

SIGN - IN

SB 241-APPROP: NATURAL GAS DEVELOPMENT AUTHORITY

NAME: PAUL FUHS Subject/Bill No: SB241
Co./Dept./Title: BACKBONE Phone: _____
Address: _____ Zip: _____
Do you wish to testify? Yes No Respond To Questions

NAME: _____ Subject/Bill No: _____
Co./Dept./Title: _____ Phone: _____
Address: _____ Zip: _____
Do you wish to testify? Yes No Respond To Questions

NAME: _____ Subject/Bill No: _____
Co./Dept./Title: _____ Phone: _____
Address: _____ Zip: _____
Do you wish to testify? Yes No Respond To Questions

NAME: _____ Subject/Bill No: _____
Co./Dept./Title: _____ Phone: _____
Address: _____ Zip: _____
Do you wish to testify? Yes No Respond To Questions

SB

246

SFIN

FILE

SB 246

was referred to the
Senate Finance
Committee

No hearing was held
on this bill

SB

247

SFIN

FILE

SB 247

was referred to the
Senate Finance
Committee

No hearing was held
on this bill

SB

254

SFIN

FILE

SENATE FINANCE COMMITTEE REPORT

REPORTED OUT
MAY 04 2004
SENATE FINANCE
COMMITTEE

DATE: 5/1/04

FURTHER:

DATE TURNED
IN TO OFFICE: 4 May 2004

Finance Committee considered

SENATE BILL NO. 254

SB 254 TOURISM & RECREATION ASSESSMENT

"An Act relating to the levy and collection of an assessment on certain tourism-related and recreation-related goods and services, and repealing the levy of excise taxes of certain passenger and recreation vehicles; and providing for an effective date."

and recommends:

- be replaced with _____ CS SB 254 (FIN)
- adopt previous _____ CS CS forthcoming (_____)
- attached amendment(s)
- adopt Letter of Intent by _____ Committee
- further referral to _____ Committee

Senate Bill:
 Same Title
 New Title

House Bill:
 Same Title
 Technical Title Change
 New Title w/ SCR # _____

NEW FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero.	FN#
Revenue	7/1/04			✓	

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	Do PASS	Do NOT PASS	No REC	AMEND
<i>[Signature]</i>	✓			
<i>[Signature]</i>			✓	
<i>[Signature]</i>			✓	
<i>[Signature]</i>			✓	
COCHAIR: <i>[Signature]</i>			✓	
COCHAIR: <i>[Signature]</i>	✓			

REPORTED OUT
MAY 04 2004
SENATE FINANCE
COMMITTEE

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: _____
Bill Version: CSSB 254(FIN)
() Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: Revenue
Title Tourism & Recreation Assessment RDU Revenue Programs & Services
Component Tax Division
Sponsor Sen Therriault
Requester Senate Finance Component No. 2476

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
----------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2004) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

The legislation does not affect operating costs of the Department of Revenue and does not have a direct or predictable impact on state revenues.

Prepared by: Chuck Harlamert Phone 465-2320
Division Tax Division Date/Time 5/4/04 8:14 AM
Approved by: Steve Porter, Deputy Commissioner Date 5/4/2004
Agency Department of Revenue



Alaska State Senate

Senate Finance Committee

Official Business

Mail Stop 3100
State Capitol
Juneau, Alaska 99801-1182

FAX COVER SHEET

DATE: 4 May 2004 TIME: 9:15 am

TO: Legal Services

NUMBER OF PAGES, INCLUDING COVER SHEET: 1

FROM: MINDY ROWLAND
SENATE FINANCE COMMITTEE SECRETARY
PHONE: 465-4935
FAX: 465-2187

NOTES: Final Please
CS SB 254 (FIN) 23-LS0947\Z
Kurtz 5/1/04

no changes

The
Mindy

SENATE FINANCE COMMITTEE
5/4/2004 COMMITTEE ACTION

Bill Number	SB 254		
Amendment			
Motion	to report from committee		
<u>Motion by</u>	Green		
<u>Objection by</u>	Bunde		
<u>Removed</u>	✓		
<u>Second Objection by</u>			
<u>Committee Member</u>	Y	<u>Vote</u>	N
Senator Bunde			
Senator Dyson			
Senator Hoffman			
Senator Olson			
Senator Stevens			
Co-Chair Green			
Co-Chair Wilken			
<u>Tally</u>			
Yea			
Nay			
Absent			
<u>MOTION</u>	PASS		

23-LS0947Z
Kurtz
5/1/04

CS FOR SENATE BILL NO. 254()
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-THIRD LEGISLATURE - SECOND SESSION

BY

Offered:
Referred:

Sponsor(s): **SENATOR THERRIAULT**

A BILL
FOR AN ACT ENTITLED

1 **"An Act relating to tourism marketing contracts; and providing for an effective date."**

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

3 *** Section 1.** AS 44.33.125(a) is amended to read:

4 (a) Subject to appropriations for the purpose, the Department of Community
5 and Economic Development shall, on or before April 1 of each fiscal year, contract
6 with a single qualified trade association for the purpose of planning and executing a
7 destination tourism marketing campaign during the next fiscal year. The contract may
8 be awarded only if the qualified trade association provides matching funds equal to at
9 least 50 [60] percent of the costs of the marketing campaign described in the contract.
10 The marketing campaign may promote distinct segments of tourism, such as highway
11 tourism, seasonal tourism, ecotourism, cultural tourism, regional tourism, and rural
12 tourism. Before the contract is executed, the marketing campaign plan must be
13 approved by the department.

14 *** Sec. 2.** The uncodified law of the State of Alaska is amended by adding a new section to
15 read:

1 APPLICABILITY. The amendments to AS 44.33.125 made in sec. 1 of this Act apply
2 to contracts for tourism marketing entered into under AS 44.33.125 for fiscal years beginning
3 July 1, 2005.

4 * **Sec. 3.** This Act takes effect immediately under AS 01.10.070(c).

This FN was delivered to us 5/5/04. It was not part of the bill packet we delivered to Senate Secretary. Dept says they will provide them to next Committee.

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: _____
Bill Version: CSSB 254 (FIN)
(1/12/2004) Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DCED
Title: Tourism & Recreation Assessment RDU _____
Component: Alaska Railroad Corporation
Sponsor: Senator Therriault
Requester: Senate Finance Component No. _____

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

FUND SOURCE	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2004) cost: 0.0
Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This legislation changes the required match by the qualified trade association from 60 percent to 50 percent of the costs of the marketing campaign described in the contract with the Department of Community & Economic Development. This legislation has no fiscal, or other, impact upon the operations of the Railroad.

Prepared by: Wendy Lindskoog, Director of External Affairs Phone (907) 265-2498
Division: Alaska Railroad Corporation Date/Time 5/4/04 9:03 AM
Approved by: Edgar Blatchford, Commissioner Date 5/4/2004
Agency: Department of Community & Economic Development



In 2001 (FY02) the Legislature approved the Alaska Travel Industry Association (ATIA) Millennium Plan calling for a requirement of 70/30 match; 70% state contribution and 30% industry contribution to fund the statewide tourism marketing program. The Industry contribution (match) is generated from small Alaskan tourism businesses in addition to cruise lines and Convention and Visitor Bureaus (CVBs).

In FY03, the statute required that the Industry match increase from 30% to 60% while state funds were reduced from 70% to 40%. This match proved to be an ambitious goal set by the industry. This 40/60 split scenario has been a severe challenge for the industry, requiring ATIA to use reserves in order to meet the match. Association reserves have now been depleted.

Even though ATIA has increased their revenue-generated match from \$2 million in FY01 to over \$5 million in FY03 & FY04, we have never been able to meet the 60% match requirement. It was an ambitious goal and we accomplished over 83% of the target. Alaska's sluggish tourism market has resulted in declining Convention and Visitors' Bureau (CVB) contributions due to reduced hotel revenues in their respective communities. Additionally, since 9/11, the declining independent traveler market has detrimentally impacted small independent Alaska tour businesses. Our matching revenue opportunities have been negatively affected.

Not being able to meet the required match has impacted many FY04 programs and caused us to defer them until FY05. This in turn will impact the FY05 budget and place us in a similar predicament at this stage next year. Allowing for a 50/50 split would not take any additional funds from the state coffers, but simply allow ATIA to utilize the funds that have been allocated.

Existing Plan (60/40)		Revised Plan (50/50)	
Industry Contributions (Cruise, CVB's and AK businesses)	\$6.0 million	Industry Contributions (Cruise, CVB's and AK businesses)	\$5.1 million
State Contribution	\$4.0 million	State Contribution	\$4.0 million
Total Existing Plan	\$10 million	Total Revised Plan	\$9.1 million

SENATE FINANCE COMMITTEE

SIGN-IN

SB 254-TOURISM & RECREATION ASSESSMENT

NAME: Chuck Harlamert Subject/Bill No: SB 254
Co./Dept./Title: Dept. of Revenue Phone: 2320
Address: _____ Zip: _____
Do you wish to testify? Yes No Respond To Questions

NAME: Brett Fried Subject/Bill No: SB 254
Co./Dept./Title: Revenue - Economist Phone: 465-3682
Address: 11th Floor State Office Building Zip: 99801
Do you wish to testify? Yes No Respond To Questions

NAME: _____ Subject/Bill No: _____
Co./Dept./Title: _____ Phone: _____
Address: _____ Zip: _____
Do you wish to testify? Yes No Respond To Questions

NAME: _____ Subject/Bill No: _____
Co./Dept./Title: _____ Phone: _____
Address: _____ Zip: _____
Do you wish to testify? Yes No Respond To Questions

This FIN was delivered to us 5/5/04. It was not part of the bill packet we delivered to Sen. Sec. - The Dept says they will provide them to the next committee

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: _____
Bill Version: CSSB 254(FIN)
(1/12/2004) Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DCED
Title Tourism & Recreation Assessment RDU Executive Admin and Dev (119)
Sponsor Senator Therriault Component Office of Economic Development
Requester Senate Finance Component No. 2743

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2004) cost: 0.0
Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

The department, subject to appropriation, contracts with a single qualified trade association to plan a destination tourism marketing campaign. This legislation changes the required match by the qualified trade association from 60 percent to 50 percent of the costs of the marketing campaign described in the contract. This legislation has no fiscal impact upon the operations of the department.

Prepared by: Albert H. Clough, Deputy Commissioner Phone (907) 465-2500
Division Office of Economic Development Date/Time 5/4/04 9:12 AM
Approved by: Edgar Blatchford, Commissioner Date 5/4/2004
Agency Department of Community & Economic Development

Bill History/Action Display



BILL: SB 254

SHORT TITLE: TOURISM & RECREATION ASSESSMENT

BILL VERSION:

CURRENT STATUS: (S) FIN

STATUS DATE: 05/01/04

SPONSOR(s): SENATOR(S) THERRIAULT

TITLE: "An Act relating to the levy and collection of an assessment on certain tourism-related and recreation-related goods and services, and repealing the levy of excise taxes of certain passenger and recreation vehicles; and providing for an effective date."

Bill Root: [Display Bill Root](#) [Next Bill](#)

[Full Text](#)

[Committee Action with Bill History](#)

Jrn-Date	Jrn-Page	Action
01/12/04	1899	(S) PREFILE RELEASED 1/9/04
01/12/04	1900	(S) READ THE FIRST TIME - REFERRALS
01/12/04	1900	(S) L&C, FIN
05/01/04		(S) L&C RPT CS 1DNP 2NR 1AM NEW TITLE
05/01/04		(S) NR: BUNDE, STEVENS G;
05/01/04		(S) DNP: FRENCH; AM: SEEKINS
05/01/04		(S) FN FORTHCOMING
05/01/04		(S) REFERRED TO FINANCE

Similar Subject Match or Exact Subject Match

[ASSESSMENTS](#)

[FEES](#)

[FUNDS](#)

[MARINE HIGHWAY](#)

[MOTOR VEHICLES](#)

[NATIVES](#)

[RAILROAD](#)


[REVENUE](#)

[TAXATION](#)

[TOURISM](#)

Bill Root: [Display Bill Root](#) [Next Bill](#)

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[Live KTOO Streams](#) 

[Return to Basis Main Menu \(23 Legislature\)](#)

[Return to Legislature Home Page](#)

SB

255

SFIN

FILE

SENATE FINANCE COMMITTEE REPORT

DATE: 3/19/04

REPORTED OUT

APR 15 2004

SENATE FINANCE
COMMITTEE

SENATE BILL NO. 255

FURTHER:

DATE TURNED IN TO OFFICE: 4/15/04

Finance Committee considered

SB 255 ILLEGAL USE TRAFFIC PREEMPTION DEVICE

"An Act relating to traffic preemption devices."

and recommends:

- be replaced with _____ CS SB 255 (FIN)
- adopt previous _____ CS CS RETHREADING (_____)
- attached amendment(s)
- adopt Letter of Intent by _____ Committee
- further referral to _____ Committee

Senate Bill:
 Same Title
 New Title

House Bill:
 Same Title
 Technical Title Change
 New Title w/ SCR # _____

NEW FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero.	FN#
DOA	4/6/04		*		

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero.	FN#
LAW	2/10/04			✓	3
DPS	2/6/04			✓	2
DPS	2/9/04			✓	1

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	DO PASS	DO NOT PASS	NO REC	AMEND
<i>Frank D'Amico</i>	✓			
<i>Ben Stuenkel</i>			✓	
<i>Ben Stuenkel</i>				✓
COCHAIR: <i>Lynne Green</i>			✓	
COCHAIR: <i>Gary Miller</i>	✓			

APR 15 2004

SENATE FINANCE
COMMITTEE

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: 1
Bill Version: CSSB 255(STA)
(S) Publish Date: 3/5/04

Revision Date/Time (Note if correction): _____ Dept. Affected: Public Safety
Title An Act relating to traffic preemption devices. RDU Alaska State Troopers
Component AST Detachment
Sponsor Senator Therriault
Requester Senate State Affairs Component No. 2325

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2004) cost: 0.0
Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This bill would ban the possession and use of equipment that will activate traffic "preemption" devices if the user is not involved in an emergency operation. The preemption devices send a signal to a traffic light or other traffic control device to give emergency responders priority at intersections that have been equipped with compatible equipment by changing the traffic light or device. Violation of this section would be a class A misdemeanor.

This bill will have no fiscal impact on the Department of Public Safety.

Prepared by: Lieutenant Al Storey Phone 269-4532
Division: Alaska State Troopers Date/Time 2/9/04 3:55 PM
Approved by: Commissioner William Tandeske Date 2/9/2004
Agency: Department of Public Safety

APR 15 2004

SENATE FINANCE
COMMITTEE

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: 2
Bill Version: CSSB 255(STA)
(S) Publish Date: 3/5/04

Revision Date/Time (Note if correction):
Title: Illegal use of Traffic Preemption Device
Dept. Affected: Public Safety
RDU: Fire Prevention
Component: Fire Prev. Operations
Sponsor: Senator Therriault
Requester: Senate State Affairs
Component No.: 494

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2004) cost: 0.0
Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time		0	0	0	0	0
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This bill makes it unlawful to possess or use a traffic preemption device when not operating an emergency vehicle.

SB 255 will have no fiscal impact to the Department of Public Safety.

Prepared by: Gary Powell, Director Phone 269-5491
Division: Fire Prevention Date/Time 2/9/04 9:39 AM
Approved by: Commissioner William Tandeske Date 2/6/2004
Agency: Department of Public Safety

APR 15 2004

SENATE FINANCE COMMITTEE

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: 3
Bill Version: CSSB 255(STA)
(S) Publish Date: 3/5/04

Revision Date/Time (Note if correction): _____ Dept. Affected: LAW
Title "An Act relating to traffic preemption devices." RDU CRIMINAL
Component CDCO
Sponsor Senator Therriault
Requester Senate State Affairs Component No. _____

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2004) cost: 0.0
Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: *(Attach a separate page if necessary)*
This bill makes it a Class A misdemeanor to possess or use a traffic preemption device if a person is not at the time of possession or use, operating a emergency vehicle. An exception is made for employees of a municipality or the state who are authorized to install, repair, or maintain traffic preemption devices provided use of the device is in accordance with such authorization.

Passage of this legislation will have no foreseeable fiscal impact on the Department of Law.

Prepared by: Kathryn A. Daughhete, Director Phone 465-3673
Division Administrative Services Date/Time 2/10/04 9:29 AM
Approved by: Kathryn Daughhete for Gregg D. Renkes, Attorney General Date 2/10/2004
Agency Department of Law

REPORTED OUT

APR 15 2004

SENATE FINANCE
COMMITTEE

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: _____
Bill Version: CS SB255(STA)
() Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: Administration
Title An Act relating to traffic preemption BRU Legal and Advocacy Services
devices Component Public Defender Agency
Sponsor Senator Therriault
Requester (S) FIN Component No. 1631

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Personal Services	*	*	*	*	*	*
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	*	*	*	*	*	*

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	*	*	*	*	*	*
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type-Do not abbreviate)						
TOTAL	*	*	*	*	*	*

Estimate of any current year (FY2004) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This bill will likely have a fiscal impact on the operations of the Agency, but it is impossible to determine with any accuracy what that impact will be. It is not possible for the Agency to determine how many traffic preemption devices exist or will be possessed or used in violation of this proposed bill. Creating a new offense will impact the Agency however since it is historically appointed in 80% of the criminal cases charged. An indeterminate fiscal note is submitted.

Prepared by: Linda K. Wilson, Deputy Director Phone (907)-334-4416
Division: Public Defender Agency Date/Time April 6, 2004
Approved by: Kevin Jardell, Assistant Commissioner Date 4/6/2004
Agency: Administration

SENATE FINANCE COMMITTEE
4 / 15 / 2005 COMMITTEE ACTION

Bill Number	SB 255		
Amendment			
Motion	to Report from Committee		
<u>Motion by</u>	Green		
<u>Objection by</u>	Wilken		
Removed	✓		
<u>Second Objection by</u>			
<u>Committee Member</u>	Y	<u>Vote</u>	N
Senator Olson			
Senator Stevens			
Senator Bunde			
Senator Dyson			
Senator Hoffman			
Co-Chair Green			
Co-Chair Wilken			
<u>Tally</u>			
Yea			
Nay			
Absent			
<u>MOTION</u>	FAILED PASSED		

Conceptual
Amendment # 1

ADOPTED

23-LS1397Q

CS FOR SENATE BILL NO. 255(STA)

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-THIRD LEGISLATURE - SECOND SESSION

BY THE SENATE STATE AFFAIRS COMMITTEE

Offered: 3/5/04

Referred: Judiciary, Finance

Sponsor(s): SENATOR THERRIAULT

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to traffic preemption devices."

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

3 * Section 1. AS 11.56 is amended by adding a new section to read:

4 Sec. 11.56.825. Unlawful possession or use of traffic preemption device.

5 (a) A person commits the crime of unlawful possession or use of a traffic preemption
6 device if the person possesses or uses a traffic preemption device and that person is
7 not at the time of the possession or use operating an emergency vehicle.

8 (b) This section does not apply to

9 (1) an employee of the state or a municipality who at the time of the
10 possession or use of a traffic preemption device is authorized to install, repair, or
11 maintain traffic preemption devices and only uses a device in the process of installing,
12 repairing, and maintaining the devices; or

13 (2) a person operating a motor vehicle involved in highway
14 maintenance or public transit that has been authorized by the Department of
15 Transportation and Public Facilities or a ~~municipality~~ to possess or use a traffic

SB0255B

-1-

CSSB 255(STA)

New Text Underlined [DELETED TEXT BRACKETED]

← municipal or city assembly