

SCOMM

115:12



ALASKA STATE LEGISLATURE

REPRESENTATIVE JOHN HARRIS

STATE CAPITOL 110, JUNEAU, ALASKA 99801-1182 (907) 465-4859

Sponsor Statement

HB 289

"An Act relating to transportation of members of the Alaska National Guard, the Alaska Naval Militia, and the Alaska State Defense Force by the Alaska marine highway system and the Alaska Railroad; and relating to the Alaska State Defense Force."

The purpose of HB 289 is to provide a vehicle to get members of our volunteer defense forces to and from military training. In the current climate of downsizing and defense budget cuts, funding for transportation of members of some units is tight.

The State of Alaska, as the owner and operator of a passenger railroad and marine ferry system, is in the position to offer transportation for these military personnel, who are involved in training to defend our state and our freedoms.

House Bill 289 would simply mandate that the ferry system and the railroad provide free transportation, on a space available basis, for members of the above-referenced state defense organizations who are en route to or from drill, training, or other official militia activities.

The bill also changes "Alaska State Militia" to "Alaska State Defense Force" in several occurrences in the statutes.

HB 289 is a simple, straightforward initiative to help our volunteer, citizen soldiers get to and from their training.



Alaska State Legislature

REPRESENTATIVE JOHN HARRIS

District 35 - Valdez, Cordova, Whittier, Glennallen, Delta Junction, Tatitlek, Kenny Lake, Paxson, Gakona, Chenega Bay

January 24, 2000

MEMORANDUM

TO: Representative Lisa Murkowski, Chair
Military & Veterans Affairs Committee

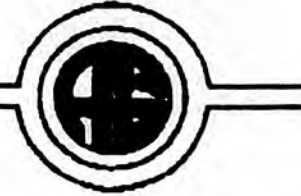
FROM: Representative John Harris

RE: Request for Hearing on House Bill 289, relating to
transportation of the Alaska Military on the Alaska Marine
Highway System, and the Alaska Railroad.

Please schedule a committee hearing on House Bill 289 at your earliest convenience.

Thank you for your consideration of this request. If you have any questions or would like additional information, please contact Bruce Bruseth on my staff.

Alaska Railroad Corporation



Testimony

House Military and Veterans' Affairs
February 10, 2000

House Bill 289: by Representative John Harris

For the record, my name is Wendy Lindskoog and I work for the Alaska Railroad Corporation (ARRC) as the Director of External Affairs.

Thank you Chairman Murkowski and Military and Veterans' Affairs Committee members for giving us the opportunity to testify on House Bill 289.

The Alaska Railroad Corporation supports House Bill 289 which will provide free transportation on a space available basis to members of the Alaska National Guard, the Alaska Naval Militia and the Alaska State Defense Force while engaged in a military exercise.

House Bill 289 builds on our historic link to the military providing yet another way for the Alaska Railroad to support our armed forces.

As many of you know, Alaska Statute 42.40 defines the ARRC's mission as providing safe, economical, and efficient transportation to residents, businesses, visitors and military installations in the state.

Since its completion in 1923, the Alaska Railroad has shared a close relationship with the United States military playing a key role in our nation's defense. During the second world war, the Department of Defense assumed control of the Alaska Railroad. The Railroad provided the military a prime transportation corridor for moving troops and materials between two deep water ports of entry and the interior of Alaska.

This close link with the military greatly influenced the Alaska Railroad's destiny in the early 1980's when the United States Government decided to divest its ownership of the Railroad. At the time, none of the larger U.S. Railroads were interested in purchasing the assets of the rail line. As a result, Alaska's Railroad was in jeopardy of being dismantled.

The U.S. Department of Defense (DOD) worked with Congress and the U.S. Department of Transportation to change this course of action. DOD stood willing to assume ownership of the line to protect the important transportation corridor.

In the end, the State of Alaska assumed ownership of the rail line which today, *how?* continues to serve our military by moving supplies and equipment and in developing emergency response plans for times of crisis.

The Alaska Railroad exists today thanks to our military's vision and we are pleased to have the opportunity to give back to our armed forces through House Bill 289.

Having said that, we were asked to supply information regarding the bill's fiscal impact on the Railroad. There will be no financial impact to the Railroad as long as space available is interpreted as meaning "on the date of travel on regularly scheduled ARRC passenger service." Under this definition, military personnel would not be taking the place of revenue paying customers.

For the committee's reference, I have attached to this written testimony some background information regarding the Alaska Railroad's rates and ridership trends on various passenger routes.

Thanks again for the opportunity to testify on this bill. We are pleased to support House Bill 289 which furthers our ability to support Alaska's military personnel and operations.

###

ARRC Trends and Rates:

Many visitors make their Alaska itinerary arrangements well in advance. However, our daily Whittier and Seward trains are very popular as "last minute" activity additions for tourists and visiting friends and relatives alike. These routes tend to sell out frequently from mid-June through early September.

Much of our volume on the Denali Star (the daily Anchorage-Talkeetna-Denali-Fairbanks and the daily Fairbanks-Denali-Talkeetna-Anchorage) trains is booked well in advance and tends to be capacity constrained from mid-June through early September. There are, of course, many days throughout the summer when space is available on this popular service depending upon the travel patterns of our visitors.

Our 2000 rate schedule follows:

Denali Star - one-way rail fare, per person

Anchorage to Talkeetna - \$70 peak, \$56 value
Anchorage to Denali - \$120 peak, \$96 value
Anchorage to Fairbanks - \$160 peak, \$128 value
Talkeetna to Denali - \$50 peak, \$40 value
Talkeetna to Fairbanks - \$90 peak, \$72 value
Denali to Fairbanks - \$48 peak, \$38 value

*Peak season: June 3 - Sept. 4, 2000

*Value season: May 13 - June 2 and Sept. 5 - 23, 2000

Anchorage-Seward - rail fare, per person

Anchorage to Seward, round-trip - \$86
Seward to Girdwood, one-way - \$50
Anchorage to Seward one-way - \$50

* no peak or value season, same rate May 13 - Sept. 10, 2000

Anchorage - Whittier - rail fare, per person

Anchorage to Whittier round-trip - \$52
Anchorage to Whittier one-way - \$26

*no peak or value season, same rate May 13 - Sept. 10, 2000

Winter Service:

In the winter, (Sept. 25 - May 7), we operate a weekend train between Anchorage and Fairbanks leaving Anchorage on Saturday mornings, arriving in Fairbanks that evening, and leaving Fairbanks on Sunday mornings, arriving in Anchorage that evening. Our winter rates are:

Anchorage - Talkeetna, \$32
Talkeetna - Hurricane, \$20
Hurricane - Fairbanks, \$32
Anchorage - Fairbanks, \$84

Briefing Notes
on
The Alaska State Defense Force

Background: The Alaska State Defense Force (ASDF) was established in February 1984, by The Alaska Department of Military and Veterans Affairs (DMVA) during a nationwide effort to standardize the missions of the several state militia and state guard units, thereby bringing them into the total force concept. The National Guard Bureau is the federal executive agency assigned the necessary coordinating functions. The Governor is the commander in chief and exercises his authority through the Adjutant General.

Mission: The ASDF is to maintain an organized trained military force to provide military assistance to Civil and military authorities in the preservation of life, property and public safety, including the following:

- a. Provide a State military formation for the deployment by the DMVA after federalization of the National Guard.
- b. Provide a force multiplier to various state agencies during state emergencies, natural disasters or civil events.

Organization: The ASDF is organized as a cadre pursuant to National Guard Regulation (NGR) 10-4 in the form of the **49th Civil Support Brigade**. At full Mobilization the brigade is approximately 1690 soldiers. The 15 percent cadre required by NGR 10-4 is approximately 254 soldiers. Current strength is approximately 246 soldiers.

total authorized

Units: Bde Hq..(Anchorage), Medical Det. (Anchorage), Aviation Det. (Anchorage), 1st Bn. (Juneau), 2nd Bn. (Wasilla), 3rd Bn. (Fairbanks), 4th Bn. (Anchorage). Coastal Command is under development to be based in Anchorage.

Service: Brim Frost 88, Stand down 93/94, Kenai Flood 95, Miller's Reach Fire 96, Acutan Volcano 97, Shismerif Storm 97, and Western Alaska Fish Disaster.

Authority: 32 USC 109 (c), NGR 10-4, AR 670-1, Alaska Statute 26.05, ASDF PAM 10-1, ASDF PAM 350-1, ASDF PAM 672-1, ASDF Aviation SOP.

(Unclassified)

4 Feb 99

FISCAL NOTE**STATE OF ALASKA
1999 LEGISLATIVE SESSION****BILL NO. HB 289**

Revision Date/Time (Note if correction) _____

Dept. Affected _____

Title Military Transport

BRU _____

Component _____

Sponsor Representative John HarrisRequester (H) Spec Cmte MVA

Component Serial No. _____

Expenditures/Revenues

(Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005
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)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY99) cost: _____

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

HB 289 provides for space available travel for designated military and para military personnel. Applying the transportation industry common practice of not displacing revenue passengers with space available passengers as provided for within the legislation, HB 289 will have a zero dollar impact on the Alaska Railroad Corporation.

Prepared by Jerry AndersonPhone 265-2516Division ARRCDate/Time 2/8/00 10:03 AM

Approved by Commissioner _____

Date 02/09/2000Agency ARRC**PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE**

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FISCAL NOTE

STATE OF ALASKA
2000 LEGISLATIVE SESSION

BILL NO. HB 289

Revision Date/Time (Note if correction) _____	Dept. Affected <u>DOT&PF</u>
Title <u>"An Act relating to transportation of members</u>	BRU <u>Marine Highway System</u>
<u>of the Alaska National Guard,"</u>	Component <u>Southeast Vessel Operations</u>
Sponsor <u>Representative Harris</u>	
Requester <u>(H) MLV</u>	Component Serial No. <u>630</u>

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006
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 (AMHS fund)	(5.0)	(5.0)	(5.0)	(5.0)	(5.0)	(5.0)
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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)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY00) cost: _____

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

(See Attached)

Vehicle cost not included so FN will go down

Prepared by <u>Dennis Poshard, Legislative Liaison</u>	Phone <u>465-3904</u>
Division <u>Office of the Commissioner</u>	Date/Time <u>2/9/00 12:02 PM</u>
Approved by Commissioner <u><i>Joseph L. ...</i></u>	Date _____
Agency <u>Department of Transportation and Public Facilities</u>	

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HB 289 "An Act relating to transportation of members of the Alaska National Guard,"

Department of Transportation and Public Facilities

This bill would provide free transportation, on a space available basis, aboard Alaska Marine Highway System (AMHS) vessels to members of the state militia while en route to or from drills, training, or other official activities.

Expenditure Impact

There would be some additional work at AMHS terminals for terminal staff to verify the military orders of those seeking free passage. Since the volume of travel is not anticipated to be that great, this additional workload is assumed not to be significant.

Revenue Impact

State militia travel aboard AMHS vessels currently generates approximately \$5,000 per year. The financial impact, therefore, would be a reduction in revenue of \$5,000 to the AMHS. With free travel, it is possible even more militia members would choose to travel on the ferry system. This could result in some lost revenue opportunities in the future.

Assumptions

1. Free travel is for militia members and vehicles only. This does not include cabins, food, or family member passage.
2. Passage is on a space available basis on the day of travel only. If the passage is through multiple ports, paying passengers/vehicles could "bump" the free passengers/vehicles.
3. Specific procedures for the free passage will be developed and incorporated into the AMHS traffic manual.