

# Fiscal Note

State of Alaska  
2013 Legislative Session

Bill Version: SB 13  
Fiscal Note Number: 1  
(S) Publish Date: 3/25/13

Identifier: SB013-DOT-KABATA-3-14-13  
Title: KNIK ARM BRIDGE AND TOLL AUTHORITY  
Sponsor: HUGGINS  
Requester: Senate Transportation Committee

Department: Department of Transportation and Public Facilities  
Appropriation: Design, Engineering and Construction  
Allocation: Knik Arm Bridge/Toll Authority  
OMB Component Number: 2715

**Expenditures/Revenues**

Note: Amounts do not include inflation unless otherwise noted below. (Thousands of Dollars)

	FY2014	Included in	Out-Year Cost Estimates				
	Appropriation Requested	Governor's FY2014 Request	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
<b>OPERATING EXPENDITURES</b>	<b>FY 2014</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>
Personal Services							
Travel							
Services							
Commodities							
Capital Outlay							
Grants & Benefits							
Miscellaneous							
<b>Total Operating</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**Fund Source (Operating Only)**

None							
<b>Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**Positions**

Full-time							
Part-time							
Temporary							

<b>Change in Revenues</b>							
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Estimated SUPPLEMENTAL (FY2013) cost: 0.0

Estimated CAPITAL (FY2014) cost: 10,000.0

**ASSOCIATED REGULATIONS**

Does the bill direct, or will the bill result in, regulation changes adopted by your agency? No  
If yes, by what date are the regulations to be adopted, amended or repealed?

**Why this fiscal note differs from previous version:**

This is the initial version of the bill.

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Division:	KABATA	Date:	03/11/2013 04:00 PM
Approved By:	Andrew Niemiec, Executive Director	Date:	03/11/13
	KABATA		

## FISCAL NOTE ANALYSIS #1

STATE OF ALASKA  
2013 LEGISLATIVE SESSION

BILL NO. SB 13

### Analysis

This bill will increase KABATA's bond issuance authority from \$500 million to \$600 million; it will clarify that the Knik Arm Crossing facility is exempt from local property taxes while operated by a private entity on behalf of the state; and it will establish a project reserve and detail the operation of the reserve.

#### **Increase in Bonding Authority to \$600 million**

- Increase to match \$600 million in federal Private Activity Bond (PABs) capacity allocated to the project.
- PABs require a public entity to act as conduit issuer for the private borrower.
- Any PABs issued are a liability of the private partner, not the State.

#### **Property Tax Clarification**

- Clarifies that the bridge and associated connectors are not subject to property taxes if operated by a private partner on behalf of the state (the facility is already exempt if operated by the state).
- Any private facilities of the developer not serving the public transportation purpose remain subject to property tax.

#### **Project Reserve**

- Location where toll revenue, appropriations and other funds are deposited.
- Establishes the Department of Revenue as the fiduciary to hold the appropriation until the agreement is executed.
- Requires annual reporting to the Legislature and Governor on the status of the reserve fund and provides process for replenishment subject to appropriation.

A \$10 million appropriation item in the Capital Budget meant for the proposed reserve established by this bill is not a capital cost associated with this legislation.

This legislation will have no fiscal impact to the Knik Arm Bridge and Toll Authority.