

HB

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HB 79

HOUSE BILL NO. 79 by the Rules Committee by request of the Governor, entitled:

"An Act relating to financial institution examinations; and providing for an effective date."

was read the first time and referred to the Labor & Commerce and Finance Committees.

A zero fiscal note with analysis was attached and appears in House Journal Supplement No. 5. The Governor's transmittal letter, dated January 18, 1985, appears below:

"Dear Representative Grussendorf:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill which increases the fee that the commissioner of commerce and economic development may assess a financial institution for investigation and examination costs. It raises the existing maximum of \$7,500 to a maximum of \$12,000 per examination. The fee increase is necessary because costs associated with these examinations have risen more than 50 percent since 1978 when the \$7,500 maximum fee was first established.

The bill also eliminates the requirement in current law that state banks be examined by the department annually. Examination of a bank under the bill is left to the discretion of the commissioner. This will allow the department to focus on problem banks and will free banks that are in stable condition from unnecessary paperwork and examination costs.

An additional, technical amendment is included in sec. 1 of the bill, rewriting but not changing the substance of the last sentence of AS 06.01.010(b).

Sincerely,

/s/

Bill Sheffield  
Governor"

HB 80

HOUSE BILL NO. 80 by the Rules Committee by request of the Governor, entitled:

"An Act relating to insurance fees and licenses; and providing for an effective date."

was read the first time and referred to the Labor & Commerce and Finance Committees.

A fiscal note was attached and appears in House Journal Supplement No. 5. The Governor's transmittal letter, dated January 18, 1985, appears below:

HB 80

"Dear Representative Grussendorf:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill raising current fees collected by the division of insurance, Department of Commerce and Economic Development, under AS 21.

The statutes currently setting fees for the division of insurance do not provide adequate revenue to the state to cover the division's present budget. Most of the fees were set by statute in 1966 and have not been increased since. This bill would raise fees to more closely approximate the actual cost of services and would provide for periodic reports by the division to the legislature in order to encourage future adjustments, as they become necessary. This bill is virtually identical to the committee substitute of a bill introduced last session, CSHB 633 (L&C).

I urge your support of and prompt action on this measure.

Sincerely,

/s/

Bill Sheffield  
Governor"

HB 81

HOUSE BILL NO. 81 by the Rules Committee by request of the Governor, entitled:

"An Act relating to motor vehicle emission inspection; and providing for an effective date."

was read the first time and referred to the State Affairs, Health, Education & Social Services and Finance Committees.

A zero fiscal note and a fiscal note were attached. The fiscal note appears in House Journal Supplement No. 5. The Governor's transmittal letter, dated January 18, 1985, appears below:

"Dear Representative Grussendorf:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill that gives the Department of Public Safety explicit authority to refuse to register a motor vehicle if the vehicle does not meet the standards of a state-operated emission control program or a state-approved local emission inspection program. The bill would also impose a \$1 administrative fee, in addition to the annual registration fee, to compensate the state for the cost of this enforcement program.

HB\_81

To implement the state's Air Quality Control Plan, the Municipality of Anchorage and the Fairbanks North Star Borough have recently adopted local vehicle inspection and maintenance (I/M) programs. The most effective way to ensure compliance with local inspection programs is through the state motor vehicle registration process. Before a person can obtain or renew a vehicle registration, the person must show evidence of compliance with the I/M program. This method has been chosen in preference to a "sticker" enforcement program, in which the owners or operators of all cars inspected and found to be in compliance would be required to display a sticker on their cars. National statisticians have shown that the sticker enforcement method is 30 percent less effective than the registration method.

The \$1 fee is imposed to compensate the state for the costs of the additional administrative burden placed upon the Department of Public Safety. Proceeds from the fee will be placed in the state's general fund.

The quality and cleanliness of the air in Alaska's two largest cities are obviously of utmost importance to the health and well-being of the residents. Strict enforcement of motor vehicle emission standards is a crucial part of our overall efforts to control air pollution. Since this bill will allow more effective enforcement of these standards, I urge prompt passage of the bill.

Sincerely,

/s/

Bill Sheffield  
Governor

HB\_82

HOUSE BILL NO. 82 by Martin, Hanley and Marrou, entitled:

"An Act relating to deposits into the Alaska permanent fund; and providing for an effective date."

was read the first time and referred to the State Affairs and Finance Committees.

HB\_83

HOUSE BILL NO. 83 by Taylor, Gruenberg and Jenkins, entitled:

"An Act relating to employee benefits under the Public Employers' Retirement System and the Teachers' Retirement System; and providing for an effective date."

was read the first time and referred to the State Affairs, Health, Education & Social Services, and Finance Committees.

HB\_84

HOUSE BILL NO. 84 by Pignalberi and Phillips, entitled:

"An Act making a special appropriation to the permanent fund; and providing for an effective date."

was read the first time and referred to the State Affairs and Finance Committees.

HB\_85

HOUSE BILL NO. 85 by the Judiciary Committee, entitled:

"An Act relating to correctional restitution centers."

was read the first time and referred to the Health, Education & Social Services, Judiciary and Finance Committees.

HB\_86

HOUSE BILL NO. 86 by the Rules Committee by request of the Governor, entitled:

"An Act establishing the Willow Creek State Recreation Area; and providing for an effective date."

was read the first time and referred to the Resources and Finance Committees.

A fiscal note was attached and appears in House Journal Supplement No. 5. The Governor's transmittal letter, dated January 18, 1985, appears below:

BILL SHEFFIELD, GOVERNOR

**DEPT. OF ENVIRONMENTAL CONSERVATION**

DIVISION OF ENVIRONMENTAL QUALITY  
POUCH O, JUNEAU, ALASKA 99811

Telephone: (907)  
Address:

465-2666

January 31, 1985

FEB 4 1985

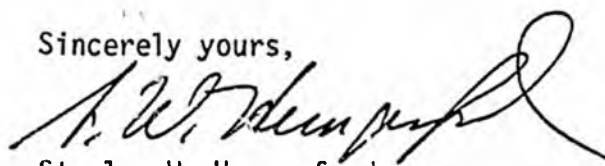
The Honorable Kate Hurley, Chairman  
State Affairs Committee of  
the House of Representatives  
Pouch V (M/S 3100)  
Juneau, AK 99811

Dear Representative Hurley:

At your hearing on HB 81 relating to registration of vehicles subject to local inspection and maintenance programs, questions about the inspection fees were raised.

By ordinance, each community established the fees which could be charged by the independent testing stations. For the inspection in Anchorage, the maximum fee allowed would be \$40.00, and in Fairbanks, the maximum fee would be \$35.00. Of the fee, \$7.00 would go to the Fairbanks North Star Borough for program management and in Anchorage the city would collect \$10.00.

Sincerely yours,



Stanley W. Hungerford  
Section Supervisor  
Air and Solid Waste Management

SWH/bs

cc: Leonard Verrelli  
Bob Rasmussen  
Heather Stockard

DEPARTMENT OF PUBLIC SAFETY

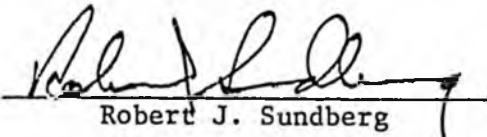
POSITION PAPER - HB 81

Support

January 29, 1985

HB 81, An Act relating to motor vehicle emission inspection;  
and providing for an effective date.

This bill provides specific statutory authority to enforce  
emission inspection programs throughout the State. Emission  
control inspection programs are scheduled to begin on July 1,  
1985, in both Anchorage and Fairbanks.

  
Robert J. Sundberg  
Commissioner

STATE OF ALASKA 1985 LEGISLATIVE SESSION  
FISCAL NOTE

Revision Date: \_\_\_\_\_

**REQUEST**

Bill/Resolution No.: HB 81  
 Title: An Act relating to an emission control program  
 Sponsor: Rules/Governor  
 Requestor: House State Affairs  
 Date of Request: 1-25-85

**FISCAL DETAIL**

Agency Affected: Public Safety  
 Program Category Affected: Life and Property Protection  
 BRU, Program or Subprogram(s) Affected: Division of Motor Vehicles

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
<b>OPERATING</b>						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
<b>TOTAL OPERATING</b>						

<b>CAPITAL</b>						
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<b>REVENUE</b>		200.0	216.0	233.3	252.0	272.2
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**FUNDING: (Thousands of Dollars)**

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
<b>TOTAL</b>						

**POSITIONS:**

FULL-TIME						
PART-TIME						
TEMPORARY						

**ANALYSIS:** Attach a separate page if necessary Covers Revenue Only  
 The emission control inspection program will begin on July 1, 1985, in both Anchorage and Fairbanks. The division of motor vehicles has been tasked with enforcement of the program. The Department of Law has decided the current statutes do give us the authority to enforce the program if we adopt regulations, but the regulatory process does not allow the division to recover any funds expended in the enforcement of the program. This proposed statute would allow the division

Prepared By: Charles R. Hosack Phone: 269-5561  
 Division: Motor Vehicles Date: 10-15-84

Approved by/Commissioner: [Signature] Date: 10/16/84  
 Agency: Public Safety

Distribution (by Agency preparing fiscal note):  
 Legislative Finance  
 Legislative Sponsor  
 Requestor  
 Office of Management and Budget  
 Impacted Agency(ies)

7/1/84

## EMISSION CONTROL PROGRAM

### ANALYSIS (Continued)

to collect a prescribed fee in addition to the registration fee for those vehicles required to be inspected, and would allow these fees to be retained in the division operating budget to fund the enforcement effort.

This type of approach places the cost of the program only on those affected by the program, and is similar in the approach used by the local governments to recover their costs. The goal at both the state and local levels is to make the program self-supporting from user fees. Between Anchorage and Fairbanks approximately 180,000 to 200,000 vehicles will be inspected the first year and, together with the \$80,000 start-up grant, a \$1.00 fee imposed on these vehicles will allow the division to recover their costs.

NOTE: The FY 86 Operating Budget Request includes an increment for \$150.5.GF (5 PFT positions) for Inspection, Maintenance Program Enforcement.

# MEMORANDUM

# State of Alaska

TO: Patty Macklin  
House State Affairs Committee

DATE: January 28, 1985

FILE NO:

FROM: Stanley W. Hungerford  
Section Supervisor  
Air & Solid Waste Management

TELEPHONE NO: 465-2666

SUBJECT: Background Documents  
Requested for HB 81

As you requested, I am sending you a series of documents to give you background for the legislation requested by the Governor on behalf of the Department of Public Safety in support of local Motor Vehicle Inspection and Maintenance Programs established by the Mayors and Assemblies of Anchorage and Fairbanks. Of course, the Department of Environmental Conservation supports these programs and the proposed legislation, since these actions will enhance the air quality of our two major cities and protect the health of the citizens.

I have attached the following:

- 1) Governor Sheffield memo (March 23, 1983) - supporting local I&M programs with state cooperation
- 2) Commissioner Neve' memo (April 30, 1984) - discussing the need for vehicle registration programs
- 3) Daily News-Miner article (May 25, 1984) - reporting need for state support of local program
- 4) EPA Region X Administrator letter (June 15, 1984) - confirming that vehicle registration program is needed
- 5) Fairbanks North Star Borough memo (June 19, 1984) - suggesting registration process for seasonal program
- 6) EPA Region X letter (June 27, 1984) - discussing federal funds available to cities and Department of Environmental Conservation
- 7) Commissioner Sundberg memo (June 28, 1984) confirming the DPS role in support of programs
- 8) Commissioner Neve' memo (July 26, 1984) - indicating status of programs
- 9) Division of Motor Vehicles memo (August 22, 1984) - outlining plans to have registration program functioning by July 1, 1985
- 10) Department of Environmental Conservation memo (September 4, 1984) - letting DPS know the status of federal funds
- 11) Department of Environmental Conservation letter (September 5, 1984) - letting EPA know how the federal funds would be spent

If you need additional information, please call.

SH/bs

cc: Richard A. Neve'  
Keith Kelton  
Leonard Verrelli

Attachments

# MEMORANDUM

State of Alaska

TO: Dan Casey, Commissioner  
Transportation & Public Facilities

DATE: March 23, 1983

FILE NO:

Richard A. Neve', Commissioner  
Environmental Conservation

TELEPHONE NO:

FROM: Bill Sheffield  
Governor

*W.A.*

SUBJECT: I/M in Anchorage  
and Fairbanks

This will confirm our March 21, 1983 meeting concerning the direction of I/M programs to improve air quality in Anchorage and Fairbanks.

I favor private sector contractors operating the programs, with State or local oversight to ensure they are effective, competent, and meet all EPA requirements.

Details of implementation should be coordinated among appropriate State departments and the AMATS and FMATS groups.

# MEMORANDUM

State of Alaska

DEPARTMENT OF ENVIRONMENTAL CONSERVATION

FILE COPY

TO: The Honorable Robert Sundberg  
Commissioner  
Department of Public Safety

DATE: April 30, 1984

Air & Solid Waste Mgmt.

F 14 C 4

TELEPHONE NO: 465-2500

FROM: Richard A. Neve  
Commissioner

SUBJECT: Inspection and Maintenance Program

During the last year, the Department of Environmental Conservation has been working closely with the Municipality of Anchorage, Fairbanks North Star Borough, and the Division of Motor Vehicles (DMV) on the development of vehicle inspection and maintenance (I/M) programs. Both Anchorage and Fairbanks need such programs because vehicle exhaust emissions have caused ambient carbon monoxide concentrations to substantially exceed the levels necessary to prevent increased heart attack risk and other health problems. Studies indicate that through the identification and correction of improperly maintained vehicles, an I/M program can reduce carbon monoxide levels by as much as 25%.

In addition to the health protection issue, failure to implement an I/M program will result in the loss of approximately 50 million dollars each year in federal funding, most of which is related to highway projects in Anchorage. Acting under the federal Clean Air Act, the U.S. Environmental Protection Agency (EPA) has notified the state that this federal funding will be cut off unless I/M programs recently approved by the assemblies of Anchorage and Fairbanks are implemented next year.

An effective enforcement mechanism is a necessary element of an I/M program. Based on the experience of many other states, proof of compliance with an I/M requirement as a prerequisite to vehicle registration renewal is the only enforcement mechanism which is effective. The legal authority for DMV to require proof of I/M program compliance prior to registration renewal has been investigated and agreed to by Assistant Attorneys General representing our departments.

Several options for how the DMV registration renewal process could be changed to incorporate I/M have been investigated by our staffs during the last year. However, most of the options considered were only practical under an I/M program concept wherein inspections would be performed at a few large, contractor operated testing facilities. Such facilities would have had the ability to assist DMV in the registration renewal process.

For maximum public convenience, both Anchorage and Fairbanks have chosen to implement "private garage" I/M programs wherein automotive dealerships and repair facilities are trained and licensed to perform inspections and necessary repairs. Under such programs, the driving distance to inspection facilities is minimized and inspections and repairs can be performed at the same facility. Under the I/M program designs selected, only one of the options previously discussed with DMV is viable. Our staffs have been referring to this option as "Option A."

April 30, 1984

DMV Director, James Vaden, has been extremely cooperative and helpful in the evaluation of all the registration process changes we have considered. However, he has told my staff that he cannot support any changes to the registration process that may increase the DMV workload and be a detriment to DMV's ability to better serve the public. One of Colonel Vaden's concerns is that many motorists will fail to read the notice indicating the need for an inspection certificate. Consequently, this will result in more return trips to DMV, fewer mail-in registrations, longer lines, and greater manpower requirements. As a result there could be still more counter traffic at DMV offices.

DMV has estimated that in order to deal with the increase in work load associated with Option A, a total of six new employees would be required, and new equipment and mailing related costs would also be incurred. Total costs during the first year of the program have been estimated at \$224,300. We think the recurring costs would be much less. Since the major cost factor is associated with the assumed failure of vehicle owners to understand the I/M program requirements, a reduced impact on DMV would be expected after the first year of the program. This would be especially true if an effective city program were established to inform motorists about the I/M program details.

If we understand Colonel Vaden's position correctly, he feels that a decision to implement registration process changes by DMV must be made by you. Colonel Vaden feels that his principal responsibility is to streamline and expedite the activities of DMV. Even if he obtains additional funding, it is his opinion the addition of I/M certificate processing will be to the detriment of accomplishing his principal responsibility.

We have no quarrel with Colonel Vaden's position and understand why he has taken it. However, from a broader perspective, it is critical that the administration not be held responsible for the loss of the substantial federal funding that is tied to the EPA requirements for I/M programs in Anchorage and Fairbanks. In my view, it is absolutely necessary for DMV to implement the registration changes discussed above.

Both Anchorage and Fairbanks want the State to quickly agree to provide the necessary support for DMV's role in the I/M program. Please let me know your views on this issue at your earliest convenience.

RAN/TC/af

cc: Charles Hosack, Division of Motor Vehicles  
James Vaden, Division of Motor Vehicles  
Lennie Boston, Office of the Governor

*Keith / Len V.*

# FAIRBANKS

Daily News-Miner, Fairbanks, Alaska, Friday, May 25, 1984-3

## Car emissions plan on hold awaiting state funds

By MARGARET NELSON  
Staff Writer

The borough assembly Thursday postponed action on a design for a vehicle emissions inspection and maintenance program until it learns how much money the state will kick in to the program.

Mayor Bill Allen told assembly members that he expects state Department of Public Safety Commissioner Robert Sundberg to come up with a final dollar amount today.

Under the program, which is to be in place in 1985, all Fairbanks North Star Borough motorists will be required to have their vehicles checked

for excessive carbon monoxide emissions. The program is mandated by Congress under the Clean Air Act. If a vehicle is found to be emitting too much carbon monoxide pollution, the car is required to be repaired to come into compliance with standards set by the Environmental Protection Agency.

The mandatory emissions check program is tied to state vehicle registrations. The program proposes that when a motorist receives a renewal notice each year for licensing, he also would receive a form from the state Department of Motor Vehicles requiring that a emissions check be

performed. If a vehicle passes the check, the motorist would receive his license.

During budget deliberations, the assembly approved \$230,000 in local funds for start-up costs for the program. That money is to be refunded to the borough through fees charged for inspections.

In other action, the assembly restored \$25,000 of the \$325,000 in appropriations Allen vetoed from the 1984-85 budget.

The \$25,000 was part of a \$40,000 appropriation the assembly designated for upkeep of borough parks and athletic fields.

Last week the borough assembly approved a \$4 million budget, up from Allen's proposed \$52 million. In increasing spending, the assembly also increased the amount the borough expects to receive from interest investments and state municipal revenue sharing.

Allen vetoed money appropriated for the transit garage, positions in the legal and community research center departments, a consultant who was to be hired to study service areas and a Joy Elementary School boiler. Allen also reduced the appropriations for baler parts inventory at the borough dump, parks and recreation depart-

ment laborers and \$15,000 from an appropriation of \$40,000 for maintaining borough parks and athletic fields.

In his veto message to the assembly, Allen said his primary concerns were the assembly's optimistic view of revenues from municipal assistance and interest income on invested funds.

"There is a probability of shortfalls in the revenues projected due to the investment climate in the short term money market rates during a national election year, and legislative decisions beyond our control," Allen said.

"If we are to maintain the level of

service you desire, every dollar not received in revenue must be withdrawn from the fund balance," Allen said.

Elsewhere, the assembly gave the go ahead to the state Department of Transportation and Public Facilities on two local projects. The first involves some paving and improvements to Gilmore Trail between miles 2.2 and 4.5; the second project includes dredging the float pond at the Fairbanks International Airport and expanding the general aviation apron, construction of new taxiways and several miscellaneous improvements.



*Severson 8  
206  
433-8188*

Front page

Daily News-Miner, Fairbanks, Alaska, Tuesday, September 25, 1984

# Candidates like locally-run emission plan

By MARGARET NEFISON  
Staff Writer

Eight candidates for two seats on the Fairbanks North Star Borough Assembly favor borough control rather than state control if a mandatory vehicle emissions inspection and maintenance program is to be operated in Fairbanks.

All 11 candidates for four seats met and answered questions Monday night at a televised one hour session sponsored by KUAC.

Running for Seat D are candidates Chris Birch, Wayne L. Clark, Lynn J. Harnisch, Guy Sattley and B. David Spell. William D. Digan, Stella Marshall and Ed Shelling are seeking



## Local Elections

election to Seat J. Incumbent Paul Chizmar is being challenged by Jewel B. Smith for Seat E and incumbent Phyl Younker is running unopposed for Seat K.

A question facing borough voters Oct. 2 is whether the borough should operate a mandatory vehicle emissions inspection program as mandated by the Environmental Protection Agency. Gov. Bill Sheffield recently announced that if the borough did not implement a program, the state would and without the seasonal waiver program that was developed by the borough and approved by the

FPA. The seasonal waiver program exempts vehicles from the program that are not driven in the winter. A "no" vote on the ballot issue would be to retain the program under borough control. A "yes" vote would be to rescind the program and bring state control.

Seat D candidates Birch, Clark, Harnisch and Sattley all said they supported local control. UAF electrical engineering professor Spell, while favoring local control, said the program is not going to solve but only ease. (See ASSEMBLY, page 3)

## ASSEMBLY . . . .

(Continued from page 1)

Fairbanks' air pollution problems. Birch, a state Department of Transportation engineer, said there are "technically superior" alternatives ways to an inspection program that will solve the pollution problems.

Seat J candidates also favored local control. When asked about enforcement of such a program, Marshall, a retired state worker, said the program should be closely monitored to see that there are no abuses.

Former high school principal Shelling said the people have a right to have clean air and therefore the borough needs an emissions inspection program.

Digan, a journeyman electrician from North Pole, said he was original

ly against a program, but if Fairbanks has to have one, he supports local control.

Regarding the system of providing road maintenance by service areas, Seat K incumbent Younker, a Hilarace Mann Insurance agent, said the current B3 service areas within the borough are "unmanageable." He favors cutting the number of service areas but leaving the control in the hands of the neighborhoods. He would not support providing the services on an area-wide basis.

Seat E incumbent Chizmar agrees with Younker and said current book-keeping of the service areas is a "nightmare." He is studying the methods in the Kenai and Mat Su boroughs for suggestions to be used in the Fairbanks borough.

Chizmar challenger Smith said he is not sure the service areas is the best way to provide the service since one service area on one side of the borough gets differing service than one on another side.

Regarding a possible limit on the terms an assembly member can serve, Chizmar, who works for the Municipal Utilities System at the University of Alaska Fairbanks, said the question of limiting terms will be addressed by the Alaska Municipal League during meetings in Anchorage in November.

Smith, a small appliance repairman, said the terms should be limited to keep the assembly from becoming "stagant."

Younker said he definitely thinks consecutive terms should be limited.



ON THE AIR—Candidate for borough assembly Seat D, Chris Birch, (far left) responds to a question from the audience during a KUAC talk show Monday night. Other candidates, (from Birch's left to right) Wayne L. Clark, Lynn Harnisch, Guy Sattley and B. David Spell, presented their views on various issues with moderator Dean Gottcher. . . . right) KUAC cameraman Brian Hewitt looks on.

(Staff photo by Brian Hewitt)



## Local control of emissions plan voted

Borough residents signaled Tuesday they favored local control of a vehicle emissions program while city voters narrowly rejected a proposition calling for shorter bar hours and approved a city permanent fund and a bond issue of \$6 million for telephone improvements.

Some 1,400 absentee and questioned ballots in the borough remained to be counted and could affect the outcome of the city proposition on shorter bar hours.

Borough voters told the assembly, by a vote of 5,700 to 5,029, that they did not want the assembly to rescind an ordinance setting up an inspection and maintenance program to reduce vehicle emissions.

In the city, 2,441 residents said they did not want city liquor establishments to close by a vote of 2,441 to 2,342. Under the proposition, liquor establishments would close 2 a.m. to 10 a.m. weekdays, 5 a.m. to 10 a.m. on Saturdays and holidays and 5 a.m. to 1 p.m. on Sundays. It would not have applied to bars outside the city.

They also voted 2,712-1,916 to approve a permanent investment fund of \$3,180-1,474 to approve the telephone bond issue.

Phil Younker, the assembly's presiding officer, said today the vote reflects voter's concern that if there must be a vehicle emissions program, it should be locally controlled.

Under the federal Clean Air Act, the Environmental Protection Agency has ordered the borough to implement a vehicle emissions inspection and maintenance program to clean up Fairbanks' air to federal standards by 1987.

Younker said the assembly's 6-5 vote to institute a borough program as of July 1985 reflected the sentiment of the public Tuesday.

Younker said he had expected the people to vote the program down until Gov. Bill Sheffield commented last month that the state would run the program if the borough did not.

Assembly member Juanita Helms said today she is not sure the question was settled because there were still absentee and questioned ballots to count.

"Depending on who it is that voted, that issue may still change," she said. "I would have liked to have seen it overwhelming one way or another so it would be a bit more of a mandate from the public."

Helms said she felt the public may have been confused by the issue. "It's a shame that it went on the ballot at all, and a shame that it got so confusing," she said.

If the outcome stays the same, Helms said, she doubts if the assembly

(See **BALLOT**, page 5)

## BALLOT . . .

(Continued from page 1)

by will stop the program.

Two other assembly members, Paul Chizmar and Harry Reimer, said today they were happy with the outcome of the emissions vote.

"I'm glad that the populace came with that and agreed with governor and the borough assembly," Chizmar said.

Reimer said borough voters realize that local control is far more satisfactory than having the state run the program.

"I would doubt very much the assembly would rescind the ordinance," Reimer said. "Since it's a mandatory program, somebody has to operate it."

Regarding the bar hours proposition, Mayor Bill Walley said today it's too early to call the outcome and he will support the voters regardless of the outcome.

"If it's yes or no, that's what I'll support," he said.

Walley said he's always supported a permanent fund and now the council will make a decision on how much money to put into the fund.

"I support the concept of putting money away for a rainy day," he said.

Regarding the \$6 million bond authorized by voters for telephone construction, Walley said the time the council takes to make a decision on how to spend the money will give a consultant now looking at the utility enough time to let the city know what direction to take.

"Obviously the city voter wants to fix the problems with the telephones," he said.

Regarding the bar hours advisory proposition, Councilman Paul Whitney said he felt from the beginning that the vote would be close.

"At this point in time, the early closing is not going to go into effect," he said. "My position right now is that it is a dead issue and that will probably

## U.S. ENVIRONMENTAL PROTECTION AGENCY

## REGION X

1200 SIXTH AVENUE  
SEATTLE, WASHINGTON 98101REPLY TO  
ATTN: M/S 532

JUN 15 1984

Richard Neve\*, Commissioner  
Air Pollution Control  
Alaska Department of Environmental Conservation  
Pouch 0  
Juneau, Alaska 99811

Dear Dr. Neve\*

I want to thank you for your strong support of automobile inspection and maintenance (I/M) in Alaska, and specifically for your help in resolving the vehicle registration issue. Without strong support from the State, the implementation of a successful program in Anchorage and Fairbanks has little chance of succeeding.

Clearly, I/M that is tied to vehicle registration is more effective than a sticker program. To abandon this type of I/M program now would result in a major setback for the program and probably result in its termination.

On April 16 you sent to EPA a detailed schedule for the implementation of I/M in Anchorage. As we emphasized in a follow-up meeting with your staff, we are generally pleased with your (and the local agencies) progress. However, there were three concerns that were identified with the schedule. The first concern was that the schedule did not indicate when a SIP submittal for Anchorage would be adopted by the State and sent to EPA. Based upon our conversation I believe that it would be sometime in October 1984. (could you please confirm that date?)

The second point has already been brought to a partial resolution. We understand that the State Department of Motor Vehicles (DMV) has agreed to incorporate I/M requirements as part of its vehicle registration program. We believe that the agreements and regulations for DMV's involvement should be done upfront. Since DMV's involvement is so critical to the success of an I/M program in Anchorage and Fairbanks we are requesting that the agreement and commitment to actively participate in the I/M programs by DMV and/or the governor be sent to us for inclusion into our SIP docket file.

The third concern is that we are anxious to receive an update (or completion) of the Fairbanks I/M schedule. You indicated that the April 16 schedule would be expanded once a final decision on the program design is made. We are pleased to hear that Fairbanks has just made that decision.

As we mentioned before, we will be monitoring progress closely over the next several months. The next critical point is the adoption by the Anchorage assembly of necessary ordinances and regulations for equipment specifications, licensing, and certification procedures. If these ordinances are not adopted by the July 15 date, which is contained in your schedule, or if there is no clear commitment by DMV to carry out its role in the program by that time, I will be forced to conclude that reasonable efforts are no longer being made to implement the I/M program. As long as progress continues and the DMV issue is favorably resolved, EPA will continue to hold up the disapproval and sanction notices.

Again, thank you for all your effort in this important process.

Sincerely,



Ernesta B. Barnes  
Regional Administrator

cc: Mayor Knowles, Anchorage  
Mayor Allen, Fairbanks



# Fairbanks North Star Borough

Mayor: B.B. Allen

## MEMORANDUM

TO: B. B. Allen, Borough Mayor

FROM: Donald L. Moore, Executive Director *DLM*  
Department of Public Works

SUBJ: I/M REGISTRATION OPTIONS

DATE: June 19, 1984

After reviewing your letter of June 18th to Commissioner Surberg, a possible compromise solution occurred to me. Perhaps this potential solution would be useful in your discussions with the Commissioner.

The Division of Motor Vehicles (DMV) seems reluctant to relinquish control of the license tabs, therefore, an option should be offered that proposes very little change to their current system. When renewal notices are sent out, a notice could be included that a Certificate of Inspection or Certificate of Waiver must be enclosed with the renewal request. Upon receiving the renewal request and the appropriate Certificate, DMV would issue the license tabs in their usual fashion.

It would be a simple matter for DMV to issue a different tab for vehicles requesting a seasonal waiver. DMV probably objects to this program because they feel that their clerks would have to carefully scrutinize each Certificate to see if it was a seasonal waiver. Perhaps this concern can be mitigated by promising to make the Certificate of Seasonal Waiver brightly colored or otherwise easily distinguishable from other Certificates.

This option would simplify the procedures required for DMV and for the Borough.

U.S. ENVIRONMENTAL PROTECTION AGENCY  
REGION X

1200 SIXTH AVENUE  
SEATTLE, WASHINGTON 98101



REPLY TO  
ATTN OF:

M/S 532

JUN 27 1984

Richard Nevé, Commissioner  
Alaska Department of Environmental Conservation  
Pouch 0  
Juneau, Alaska 99811

Dear Dr. Nevé:

Over the past few months we have received requests from your agency, as well as from Anchorage and Fairbanks, for additional grant funds to help pay start-up costs for automobile inspection and maintenance (I/M) programs. My staff has been working with yours, as well as with representatives of the Municipalities of Anchorage and Fairbanks, to better define and integrate these requests into one complete list of needs. This letter is to advise you of our decisions on the amount of grant funding we will be able to provide for I/M startup in Alaska.

As you know, EPA has already set aside \$230,000 for Anchorage I/M and \$100,000 for Fairbanks I/M. In addition, EPA is prepared to add the following amounts for I/M implementation in Anchorage and Fairbanks:

Recipient	Initial Commitment	Added Amount	New Total	Use of Funding
ADEC	0	120,000	120,000	For a combination of mechanics training and Department of Motor Vehicles needs.
Anchorage	230,000	0	230,000	For I/M startup including public relations and mechanic's training
Fairbanks	100,000	80,000	180,000	For I/M startup including public relations and mechanics training.
TOTAL	330,000	200,000	530,000	

These Federal funds are being committed with the understanding that they are sufficient to insure the start-up of I/M programs in both Anchorage and Fairbanks. Any shortfalls in funding will be made up with State and local funds.

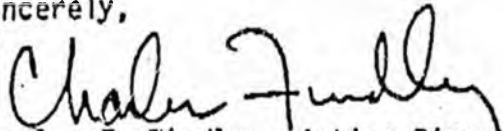
- 2 -

As I indicated in my June 15, 1984 letter to you, a critical element to timely and successful programs in Fairbanks and Anchorage is a commitment that the State Department of Motor Vehicles will carry out its role in the program. Therefore, the above funds will only be released after that commitment is provided to EPA in writing. Once the commitment is made, and approvable workplans are submitted, the funds will be released. Anchorage has already submitted an approvable workplan.

It should also be noted that providing these additional I/M start-up funds may affect the degree EPA can support the other special projects requested in your original FY 85 grant application. However, EPA is presently reviewing that application and will address those issues after completion of the SEA.

If you have any additional questions concerning I/M testing, please have your staff call Loren McPhillips at (206) 442-7369. We are looking forward to your prompt reply.

Sincerely,



Charles E. Findley, Acting Director  
Air and Waste Management Division

cc: Mayor Knowles, Anchorage  
Mayor Allen, Fairbanks

# MEMORANDUM

State of Alaska

TO: Richard A. Neve'  
Commissioner  
Department of Environmental  
Conservation

DATE: June 28, 1984

FILE NO: F14C

TELEPHONE NO: 465-4322

FROM: Robert Sundberg *RS*  
Commissioner  
Department of Public Safety

SUBJECT: Registration as the  
Enforcement Tool for  
Inspection and  
Maintenance

It is my understanding the U.S. Environmental Protection Agency (EPA) has refused to approve any inspection/maintenance (I/M) program within the Municipality of Anchorage or the Fairbanks North Star Borough unless the program is tied to vehicle registration. I further understand that without an immediate agreement these two communities will have federal I/M funding withheld, which amounts to approximately \$410,000.

The purpose of this memo is to confirm our agreement that the Anchorage and Fairbanks North Star Borough Inspection and Maintenance (I/M) Programs be tied to automobile registration.

As we discussed, the registration process is carefully controlled to meet the Division of Motor Vehicles' budget and the public demand for prompt service. The six month sticker option that Fairbanks has requested will not be part of our agreement. If Fairbanks feels strongly about seasonal registration, I would suggest they develop a local plan for identifying vehicles and create the enforcement mechanism needed to make it work, and be acceptable to the state and EPA.

My staff will be working closely with yours to develop the equipment and the software costs associated with incorporating I/M into the registration process. You indicated that EPA has approximately \$80,000 available for this purpose. As I stated in our meeting, I expect I/M to increase my operating costs between \$150-\$170,000. We will be seeking funding from the legislature in FY 86, as well as statutory authority to increase registration fees in the two communities.

I also understand that the Department of Environmental Conservation's consultant for the I/M program, Sierra Research, will be available to help DMV make our transition as smooth as possible.

I have designated Jim Vaden to work with your staff. He will be contacting Mr. Verrelli after we have a chance to develop a workable program.

RS/LV/af

# MEMORANDUM

State of Alaska

TO: John Shively  
Chief of Staff  
Office of the Governor

DATE: July 26, 1984

FILE NO:

TELEPHONE NO: 465-2600

FROM: Richard A. Neve'  
Commissioner  
Department of Environmental  
Conservation

SUBJECT: Registration as the  
Only Tool for I/M

- (1) Fairbanks approved a decentralized I/M program on June 14, 1984. Registration with a six month seasonal option was their enforcement plan for their program.
- (2) Anchorage approved a decentralized I/M program on June 19, 1984. Registration was their chosen enforcement plan.
- (3) EPA will not release any more federal dollars (Anchorage, \$230 K, Fairbanks \$100 K) until a written commitment is made by DMV that they will support and implement a registration program (see attached letter, Barnes to Neve', June 15, 1984).
- (4) If either ordinance has to go back to the assembly to change any aspect of the registration program spelled out in the ordinance, i.e., removal of the Fairbanks seasonal registration, the odds are that the I/M program would be defeated or delayed substantially.

RAN:LV:jl

# MEMORANDUM

State of Alaska

*Send copy to [unclear]  
" [unclear] copy of [unclear]"*

TO: Leonard Verrelli  
Air Quality Program Manager  
Department of Environmental Conservation

DATE: August 22, 1984

RECEIVED

AUG 27

TELEPHONE NO: 269-5561

*CRH*  
FROM: Charles Hosack, Deputy Director  
Division of Motor Vehicles  
Department of Public Safety

SUBJECT: I/M Meeting  
August 2, 1984

DEPARTMENT OF  
ENVIRONMENTAL CONSERVATION

I'm sorry that you missed the last task force meeting on August 2, 1984. I am enclosing an outline that I used for discussion in the meeting in case you didn't get one from Bill MacClarence. Most of the items on the outline are not finalized because there may be some policy decisions that will change the way we do things, especially in the case of the Fairbanks seasonal waiver.

Most of this I can adjust to as we go along, however there are also some tasks that must be accomplished well ahead of the start-up date. The major item is to start the process for ordering equipment and forms. Before I do that, I need funding. I need to have firm confirmation that the \$80,000 start-up funding is available and what the mechanism is for getting this money into our budget.

Please let me know this as soon as possible so that I can proceed.

enclosure

Registration Enforcement  
I/M Program

Basic Concept

Municipalities will define what vehicles must be inspected under the program. DMV will not permit registration of these vehicles unless they have a valid inspection or waiver certificate. This will be essentially what has been referred to as "Option A" in previous meetings.

Time Schedule

August '84	Draft legislation for Commissioner's approval
September '84	1. Order equipment for mailing process 2. Design and order forms
October- '84 November	Initial programming effort to identify vehicles subject to inspection
January '85	Draft procedures for field offices
February '85	Mailing equipment and forms received and tested
March '85	1. Start hiring process for new positions 2. Test print and production programs
April '85	Train field personnel
May '85	Print and mail July renewal notices
July '85	Begin enforcement

Program Funding

1. DEC or EPA will provide DMV with \$80,000 for start-up costs mainly for equipment.
2. Other state costs will be recovered by charging an extra fee at the time of registration for vehicles subject to registration. Legislation will authorize the charge and allow the fee to be used by DMV in the operating budget. Initial estimate is \$1 per vehicle.

Cost Proposals

Earlier estimates for Option A enforcement costs totaled \$224,300 annually with personnel and contractual costs being valid for the first two years. Since that time it has been necessary to make the following revisions to that estimate:

1. New APEA contracts call for a 5% pay increase effective July 16, 1985. This will increase first year personnel costs to \$170,000.
2. The U.S. Postal Office predicts a 15% postage increase in October 1984. Postage costs will be \$10,200.
3. The state will begin a system of user chargeback for data processing services in FY-86. The exact amount for DP services will be difficult to assess at this point but \$25,000 for programming, file storage, and machine use would be reasonable.
4. With the new computer system started in May, it is not possible to use the old computer terminals. New terminals, printers, and DP charges for the four counter employees will be \$40,000.

With these changes the new estimate for the first year charges will be \$288,700. Some of these costs, such as the equipment costs, must be incurred in this fiscal year prior to start-up. It will also be necessary to hire the new personnel on April 1, 1985 so they are adequately trained prior to start-up. This will incur approximately \$40,000 for salaries in FY-85.

#### Operational Considerations

1. The mailout renewal notices will be changed from a self-contained mailer to a mail stuffer system so that information on the program will be sent only to applicable Zip Code areas.
2. Renewal notices will be sent out 90 days in advance rather than 60 days to allow more time for inspection.
3. A one digit field in the vehicle record will indicate liability for inspection. Initially this will be determined by Zip Code area, vehicle class, and vehicle year for current records. The records will then be updated as vehicle transactions occur or waivers are obtained.
4. Applications for registration without an inspection or waiver certificate will not be accepted. They will be refused at the counter or returned by mail. Disputes concerning liability will be referred to the municipality or borough.
5. Inspection certificate numbers may be recorded on the registration but will not be placed in the data file. Inspection certificates will not be microfilmed with vehicle records but will, instead, be returned to local government offices.
6. Registration extensions or seasonal registrations will not be considered as part of this program.

# MEMORANDUM

# State of Alaska

TO: Charles Hosack, Deputy Director  
Division of Motor Vehicles  
Department of Public Safety

DATE: September 4, 1984

FILE NO: F14C4

TELEPHONE NO: 465-2666

FROM: Leonard D. Verrelli  
Air Quality Program Manager  
Department of Environmental Conservation

SUBJECT: DMV I/M Start-up  
Funds

I have reviewed the information you sent me on August 27, 1984. Your proposed Registration Enforcement I/M program looks well thought out. The suggested time schedule looks on track and should make EPA happy.

Funding still appears to be an issue of concern for DMV, this memo will hopefully clarify that concern. ADEC has been authorized by EPA to spend \$60K, that sum will be transferred to DMV through the RSA process (see attached EPA letter). We will have to discuss how you want the funds categorized in the RSA. The remaining \$20K of the originally promised \$80K, has the potential of being acquired from several sources; EPA, ADEC carry-over EPA funds, and Fairbanks/Anchorage. I have requested EPA to reevaluate their position based on the information you provided me. Mr. Torok, the EPA representative, is optimistic that EPA Region X will make the remaining \$20K available for your use. If this "tentative" promise should fall short I am confident that we will be able to acquire the balance through the other sources mentioned above.

For your information, sometime during the week of September 17th an I/M progress meeting will be held with all interested parties. I'll keep you posted as to the exact date.

LV/do

Attachment

cc: Heather Stockard - FBNSB  
Robert Rasmusson - MOA  
Jack Coutts - NRO  
Bill MacClarence - SCRU

F1404

DIVISION OF ENVIRONMENTAL QUALITY  
POUCH O, JUNEAU, ALASKA 99811

465-2666

September 5, 1984

Mr. Steve Torok  
EPA - Region X  
Alaska Operations Office  
3220 Hospital Dr.  
Juneau, AK 99801

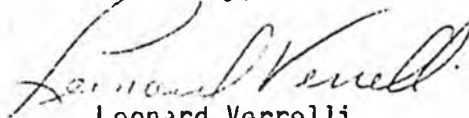
Dear Steve:

This letter is to formalize our discussion regarding additional funding for the Department of Motor Vehicles. In a letter from EPA dated June 27, 1984, \$120K was allocated for both Alaska Vocational Tech Center and Department of Motor Vehicles I/M development needs. Based on the information available at that time ADEC chose to split those monies 50/50. Since then DMV has made a firm commitment to mandate registration as the enforcement tool for both Anchorage and Fairbanks. Included in that decision was the seasonal registration program that Mayor Allen received approval for from EPA. This was a hardship that DMV was most reluctant to agree to since it upsets the overall state program.

Attached is a copy of the DMV registration enforcement program. As you can see it is a very comprehensive program incorporating some very optimistic time scheduling. DMV has requested full funding that was originally promised to them as an incentive to participate in the I/M programs. In view of the above commitment, the well thought out program and budget decisions I would request EPA reevaluate the total funding (\$80K) requested in DMV's original budget.

If you have any further questions or wish clarification please call me.

Sincerely,



Leonard Verrelli  
Air Quality Program Manager

LV/do

Attachment

cc: Charles Hosack - DMV

COMM = HSA  
DATE = 013085  
TIME = 1500  
YEAR = 85  
DOC ID HSA 0130351500  
HEADING

HOUSE STATE AFFAIRS  
STANDING COMMITTEE  
JANUARY 30, 1985  
3:00 P.M.

MEMBERS PRESENT: REPRESENTATIVE KATIE HURLEY, CHAIR  
REPRESENTATIVE MIKE NAVARRE, VICE-CHAIR  
REPRESENTATIVE RED BOUCHER  
REPRESENTATIVE MIKE M. MILLER  
REPRESENTATIVE BETTE CATO  
REPRESENTATIVE VIRGINIA COLLINS  
REPRESENTATIVE ROGER JENKINS

CALENDAR HB 81

"AN ACT RELATING TO MOTOR VEHICLE EMISSION  
INSPECTION; AND PROVIDING FOR AN EFFECTIVE  
DATE."

HB 5

"AN ACT MAKING A SPECIAL APPROPRIATION TO THE

WITNESS REGISTER

WITNESS:  
CHIP DENNERLEIN  
INTERGOVERNMENTAL AFFAIRS  
MUNICIPALITY OF ANCHORAGE  
POUCH 6-650  
ANCHORAGE, AK 99502-0650  
264-4960  
POSITION STATEMENT: TESTIFIED IN FAVOR OF HB 81

WITNESS:  
BILL BROWN, CHIEF  
DIVISION OF MOTOR VEHICLES  
DEPARTMENT OF PUBLIC SAFETY  
POUCH N  
JUNEAU, AK. 99811  
465-4335  
POSITION STATEMENT: TESTIFIED IN SUPPORT OF HB 81

WITNESS:  
STAN HUNGENFORD  
DEPARTMENT OF ENVIRONMENTAL CONSERVATION  
JUNEAU, AK 99811  
365-2666  
POSITION STATEMENT: TESTIFIED IN SUPPORT OF HB 81

WITNESS:  
BILL BRIGHTON  
CITY MANAGER, CITY OF KENAI  
210 FIDALGO  
KENAI, AK 99611  
283-7535  
POSITION STATEMENT: TESTIFIED IN SUPPORT OF HB 52

ACTION NARRATIVE

TAPE #12, SIDE ONE  
RECORDING  
NUMBER 000

NUMBER 014

REPRESENTATIVE HURLEY CALLED THE MEETING TO ORDER AT 3:00 P.M. REPRESENTATIVE NAVARRE INTRODUCED VISITORS FROM KENAI. REPRESENTATIVE HURLEY BROUGHT HB 81 BEFORE THE COMMITTEE FOR CONSIDERATION. MR. BILL BROWN, CHIEF OF DRIVER SERVICES, DIVISION OF MOTOR VEHICLES PRESENTED AN OVERVIEW OF THE LEGISLATION AND EXPLAINED THAT THE BILL WILL EXPLICITLY AUTHORIZE THE DIVISION THE AUTHORITY

ISA 0130851 DOCUMENT =

1 OF 1 PAGE = 6 OF 12

NUMBER 050

NUMBER 058

TO REFUSE TO REGISTER A VEHICLE IF IT HAD NOT BEEN INSPECTED. IN ADDITION, THIS BILL REQUIRES AN INDIVIDUAL REGISTERING A VEHICLE TO PAY A \$1 DOLLAR FEE TO COMPENSATE FOR ADMINISTRATION COSTS INCURRED BY THE PROGRAM. REPRESENTATIVE JENKINS QUESTIONED MR. BROWN REGARDING THE AREAS IN THE STATE WHICH WOULD BE AFFECTED BY HB 81. MR. BROWN EXPLAINED THAT ONLY OWNERS OF VEHICLES WITHIN THE BOUNDARIES OF THE MUNICIPALITY OF ANCHORAGE AND THE FAIRBANKS NORTH STAR BOROUGH WOULD BE AFFECTED. BOTH OF THOSE AREAS HAVE PASSED A LOCAL ORDINANCES EFFECTIVE JULY 1ST, 1985 DEALING WITH EMISSIONS. RESIDENTS IN THE WASILLA AND PALMER AREA WOULD NOT BE REQUIRED TO PARTICIPATE IN THE INSPECTION PROGRAM SINCE IT WOULD BE ADMINISTERED BY RESIDENCE. REPRESENTATIVE HURLEY EXPRESSED CONCERNED THAT 40% OF THE PEOPLE IN THE VALLEY COMMUTE TO ANCHORAGE EVERY DAY AND THAT THEY WOULD NOT BE

ISA 0130851 DOCUMENT =

1 OF 1 PAGE = 7 OF 12

NUMBER 095

NUMBER 116

NUMBER 135

NUMBER 141

REQUIRED TO PARTICIPATE IN THE PROGRAM. STAN HUNGENFORD, DEPARTMENT OF ENVIRONMENTAL CONSERVATION STATED THAT THE EFFECTIVENESS OF THE PROPOSED PROGRAM IS BASED ON CALCULATING THE AMOUNT OF AIR QUALITY CORRECTIONS THAT CAN BE CORRECTED THAT BY THE CARS THAT EXIST IN ANCHORAGE. HE EXPLAINED THAT IT IS NOT NECESSARY AT THIS TIME TO INCLUDE CARS OUTSIDE AREA BUT IF AIR QUALITY IS NOT MAINTAINED AT A LEGAL LEVEL, THE STATE WOULD HAVE TO EXTEND THE BOUNDARY. REPRESENTATIVE JENKINS ASKED ABOUT THE EFFECTIVENESS OF THE PROGRAM WITHOUT THE BILL. REPRESENTATIVE MILLER ARRIVED. MR. CHIP DENNERLEIN, INTERGOVERNMENTAL AFFAIRS DIRECTOR FOR THE MUNICIPALITY OF ANCHORAGE TESTIFIED IN STRONG SUPPORT OF THE BILL AND NOTED THAT THEY HAVE BEEN A PARTNER IN THE DRAFTING OF THE SPECIFIC LEGISLATION. HE SUPPORTED THE SPECIFIC ABILITY OF THE BILL TO

CLARIFY THE AUTHORITY OF THE DIVISION OF MOTOR VEHICLES. HE STATED THAT WHILE THE MUNICIPALITY BELIEVES THAT THE DIVISION ALREADY HAS THE AUTHORITY, THIS BILL WOULD PROVIDE CLARIFICATION. HE ALSO POINTED OUT THAT THE MOST EFFECTIVE PROGRAMS NATIONALLY HAVE BEEN TIED IN WITH STATE LICENSING PROGRAMS. COMMITTEE DISCUSSED ENLARGEMENT AND FUNDING PROBLEMS.

NUMBER 271

MR. DENNERLEIN POINTED OUT THAT ANCHORAGE EXCEEDED FEDERAL AIR STANDARDS 72 TIMES LAST YEAR AND THAT IT HAS THE WORST CARBON MONOXIDE PROBLEM IN THE COUNTRY. IT EFFECTS OLDER AND PEOPLE THE MOST. ANCHORAGE HAS 20,000 CHILDREN UNDER THE AGE OF FIVE YEARS OLD. COMMITTEE DISCUSSION FOLLOWED.

NUMBER 491

REPRESENTATIVE NAVARRE MOVED THAT THE BILL BE PASSED OUT OF COMMITTEE WITH INDIVIDUAL RECOMMENDATIONS. THERE WERE NO OBJECTIONS AND THE BILL WAS SO MOVED.