

CSHB

101

SENATE COMMITTEE REPORT

FURTHER

2/29/88

DATE TURNED INTO OFFICE 5/3/88

Mr. President:

Finance Committee considered CSHB 101(Fin)

state toll facilities

and recommended

[] replace with 5 CS CSHB 101 (Fin)) [] same title
[] or adopt _____ CS _____) [] new title

[] attached amendment(s) and

[] do pass

[] do not pass

[] no recommendation

[] individual recommendations

[] further referral to _____

[] letter of intent adopted _____

Committee [] attached or [] adopted fiscal note(s)

[] new [] updated or [] previous

[] zero [] fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

[Handwritten signatures: Jim ...]

[Handwritten signature: Willie ...]

[Handwritten signature: Dolores ...]

[Handwritten signature: Rick Halford do pass]

Chairman signature and recommendation

[] Committee Backup attached

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: Act relating to state toll facilities
Sponsor: Rep. Cato
Requestor: Senate Finance Committee

Agency Affected: DOTPF
BRU: Design and construction
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

Rick Halford

Prepared by: _____
Division: Senator Rick Halford, Co-chairman
Senate Finance Committee

Phone: 465-4958
Date: May 3, 1988

Approved by Commissioner: _____
Agency: _____

Date: _____

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



From The
SENATE
FINANCE COMMITTEE

May 3, 1988

Legal Services,

Please prepare a final SCS CS HB 101 (Fin) based on the attached draft and amendment and return to Vicki or Kathy, Room 413, Capitol Building. The bill was reported out of committee at 5:30 p.m. this afternoon and will be immediately referred to Rules.

Thank you,

kathy

4935

5/3/88
SFC-88
Adopted

A M E N D M E N T

CS HB 101

Page 2 Line 14-24 DELETE

Page 2 Line 14 ADD

*Sec. 5. It is the intent of the state to construct the Copper River highway if the federal government agrees to fund the reconstruction/repair of the Million Dollar Bridge and approaches with federal discretionary highway bridge funds.

Adopted
5/3/88

WORK DRAFT

WORK DRAFT

WORK DRAFT

5-0493N
Utermohle
4/27/88

Original sponsor: Cato

1 IN THE HOUSE

2 SENATE CS FOR CS FOR HOUSE BILL NO. 101 ()

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to state toll facilities."

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

8 * Section 1. AS 19.05.040(11) is amended to read:

9 (11) establish, levy, and collect tolls, fees, charges, and
10 rentals for the use of state roads, highways, bridges, tunnels, cross-
11 ings, and causeways; and

12 * Sec. 2. AS 37.15.720 is amended to read:

13 Sec. 37.15.720. STATE TOLL FACILITIES. The state is authorized
14 to acquire, construct, equip, and maintain toll bridges, tunnels,
15 highways, roads, crossings, and causeways found to be necessary by the
16 commissioner of transportation and public facilities.

17 * Sec. 3. AS 37.15.730 is amended to read:

18 Sec. 37.15.730. REVIEW OF TOLL FACILITY PROJECTS [KNIK ARM
19 CROSSING]. A toll facility may be financed under AS 37.15.610 -
20 37.15.760 [NOTWITHSTANDING THE PROVISIONS OF AS 37.15.720 THE FIRST
21 STATE TOLL FACILITY TO BE FINANCED UNDER AS 37.15.610 - 37.15.760 IS
22 THE KNIK ARM CROSSING NEAR ANCHORAGE] if the following conditions are
23 met for that toll facility:

24 (1) the department submits to the governor and the legisla-
25 ture a feasibility study that finds that the toll facility [CROSSING]
26 is financially feasible and able to produce revenue adequate to repay
27 the bonds with which it is financed;

28 (2) if financing in addition to revenue bonds is required
29 to finance the toll facility [ANTICIPATED], the department submits to

DRAFT

1 the governor and legislature a finance plan that includes [TO INCLUDE];
2 an estimate of the total cost of the toll facility [PROJECT] and a
3 description of the sources of money that will be used to finance the
4 total cost of the toll facility [PROJECT]; and

5 (3) the office of management and budget reviews the fea-
6 sibility study and the finance plan, if required, and reports its
7 findings and recommendations to the governor and legislature not later
8 than 90 days after the study and plan are received by the office.

9 * Sec. 4. AS 37.15.760(7) is amended to read:

10 (7) "toll facilities" means highways, roads, bridges,
11 tunnels, crossings, and causeways upon which tolls, charges, rentals,
12 or other user fees are placed by the commissioner of transportation
13 and public facilities.

14 * ~~Sec. 5. REVENUE BOND AUTHORIZATION FOR COPPER RIVER TOLL ROAD.~~

15 Subject to AS 37.15.610 - 37.15.760, for the purpose of providing part or
16 all of the money to be used, with or without any grants or other money that
17 may become available, the issuance and sale of revenue bonds of the state
18 in the total principal sum of not to exceed \$22,000,000 is authorized to
19 acquire, construct, equip, and install the additions, improvements, ex-
20 tensions, and facilities for a Copper River toll road. The principal of
21 and interest on these bonds are paid out of and secured by the gross reve-
22 nuce derived by the state from the ownership, use, and operation of the toll
23 facilities, and out of any other revenue or money that the state legisla-
24 ture may provide exclusive of any state tax or license.

25 Add -> 2(5) -

STATE OF ALASKA 1988 LEGISLATIVE SESSION
FISCAL NOTE

Senate CS ^{TR5}

Bill Version: CSHB101 (F#)

Publish Date: 2/29/88

REQUEST: January 18, 1988

Revision Date: _____

Title: An Act Relating to State Toll

Facilities

Sponsor: Cato

Requestor: Rules

Agency Affected: DOT&PF

BRU: Design and Construction

Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
---------	-----	-----	-----	-----	-----	-----

REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
---------	-----	-----	-----	-----	-----	-----

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME	-0-	-0-	-0-	-0-	-0-	-0-
PART-TIME	-0-	-0-	-0-	-0-	-0-	-0-
TEMPORARY	-0-	-0-	-0-	-0-	-0-	-0-

ANALYSIS: There is no fiscal impact in adding tunnels to existing toll authority. The specific fiscal impacts of a Whittier Toll Road would be subject to AS 37.15.730.

Prepared by: William R. Snell (signed)

Phone: 266-1440

Division: Regional Director, Central Region

Date: 1/21/88

Approved by Commissioner: *[Signature]*

Date: 2/24/88

Agency: Department of Transportation and Public Facilities

Distribution (by preparer):

Legislative Finance

Legislative Sponsor

Requestor

Office of Management and Budget

Impacted Agency(ies)

STATE OF ALASKA 1987 LEGISLATIVE SESSION No. 2
FISCAL NOTE

REQUEST: 3/27/87

Bill Version CSHB 101(Fin)
Publish Date: HOUSE 5/12/87

Revision Date: _____
Title: An Act Relating to State Toll Facilities
Sponsor: Cato
Requestor: House Transportation

Agency Affected: DOT&PF
BRU: Design and Construction
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
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REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
---------	-----	-----	-----	-----	-----	-----

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME	-0-	-0-	-0-	-0-	-0-	-0-
PART-TIME	-0-	-0-	-0-	-0-	-0-	-0-
TEMPORARY	-0-	-0-	-0-	-0-	-0-	-0-

ANALYSIS : (Attach a separate page if necessary)

There is no fiscal impact in adding tunnels to existing toll authority. The specific fiscal impacts of a Whittier Toll Road would be subject to AS 37.15.730.

Prepared by: William R. Snell, Regional Director Phone: 266-1440
Division: Central Region Date: _____

Approved by Commissioner: *Mark S. Whiting* Date: 3/31/87
Agency: DOT&PF

Distribution (by preparer):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)
Senate Secretary

WHITTIER TRANSPORTATION ALTERNATIVES
Economic Analysis and Financing Options

Executive Summary

Overland access to Whittier is currently limited to a rail shuttle service between Portage and Whittier provided by the Alaska Railroad. Concern has been expressed that the shuttle does not provide the level of convenience of a direct highway link, and that the cost and frequency of existing service may constrain potential economic development of the community.

Since development of Whittier during World War II there has been significant community and regional interest in improving access. A number of concepts have been evaluated, cost estimates have been prepared, and projects have been determined to be feasible from an engineering perspective.

One issue that has not been addressed in previous efforts is the potential use of access tolls or other local revenue sources to finance construction and operation of transportation improvements. To evaluate that potential, high, medium, and low traffic and revenue forecasts were prepared for a number of access options. Net revenues and financing capacity were determined using updated construction and operating cost estimates prepared in previous analyses.

Factors leading to significant increases over present traffic volumes include local and regional population growth, steadily increasing numbers of non-resident tourists and tour ship activity, and potential increases in recreational boating activity if the proposed Shotgun Cove harbor project is constructed. From a current level of approximately 147,000 passengers per year, annual transportation demand by the year 2007 is projected to grow to 310,000 passengers for the low forecast, and up to 942,000 passenger trips under the high forecast.

Transportation options selected for analysis were chosen from previously studied concepts, including improved rail service, joint use of the existing rail tunnel and alignment for one lane vehicular traffic, and construction of a new one lane tunnel. The study focused on five alternatives that would have the highest probability of minimizing or eliminating the necessity for construction and operating subsidies, while at the same time meeting the goal of increasing ease of access to the community.

In terms of initial outlays the least cost access improvement would be to supplement the existing train shuttle with Budd car service. Such service, similar to the new winter Anchorage-Fairbanks run, could be provided during peak periods and for those winter days when no shuttle service is scheduled. Projected operating costs for this alternative, however, are relatively high in comparison to the other scenarios considered.

The development of an electric train vehicle shuttle between Bear Valley and Whittier appears to have the best potential to fund a significant proportion of initial capital outlays through user tolls. Major cost components, totalling an estimated \$30.6 million, would include:

- the construction of a new road to Bear Valley (starting from the vicinity of the Begich-Boggs Visitor Center at Portage Lake);
- parking/staging areas at Bear Valley and Whittier;
- electrification and other improvements to the Passage rail tunnel through Maynard Mountain;
- and the purchase of electric locomotives and flatcars to operate the shuttle service.

Projected construction financing capacity for the electric train vehicle shuttle ranges from \$12.8 million for the low traffic and revenue forecasts up to \$37.8 million for the high growth scenario.

Among the alternatives which included direct vehicular access, joint use of the existing rail tunnel from Bear Valley to Whittier has the greatest potential for financing start-up costs through user tolls, with construction financing capacity estimated to range from \$8.2 million to \$35.8 million. A major concern, however, is the wide variation in previous estimates of the cost of improving the tunnel to accommodate vehicular traffic, ranging from \$35.6 million to \$133.5 million in current (1986) dollars.

For each of the above alternatives the feasibility of project development will depend on the accuracy of previously prepared estimates of construction and operating costs. As the estimates used in these analyses were based on preliminary design concepts, and in some cases were updated from studies dating back several years, it is strongly recommended that detailed construction and operating cost estimates should be prepared prior to selecting a transportation improvement plan.

by Cato

1

Proposed amendment for CS HB 101

Separate effective date for Sec. 5. (page 2) Condition subsequent to affirmative recommendations under AS 37.15.730

This would authorize the revenue bonds however, the issuance of these bonds would be conditional upon the Department of Transportation and Public Facilities and the Office of Management and Budget providing affirmative recommendations to the Governor and Legislature under AS.37.15.730.

by Cato

#17

A M E N D M E N T

CS HB 101

Page 2 Line 2 ADD

Sec. 6. Section 5 of this act takes effect upon submission by the Department of Transportation and Public Facilities to the Governor and Legislature a feasibility study that finds the Copper River Toll road is financially feasible and able to produce revenues adequate to repay the bonds issued.

5-0493P ✓
Utermohle
5/3/88

Original sponsor: Cato

1 IN THE HOUSE BY THE FINANCE COMMITTEE

2 SENATE CS FOR CS FOR HOUSE BILL NO. 101 (Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to state toll facilities."

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

8 * Section 1. AS 19.05.040(11) is amended to read:

9 (11) establish, levy, and collect tolls, fees, charges, and
10 rentals for the use of state roads, highways, bridges, tunnels, cross-
11 ings, and causeways; and

12 * Sec. 2. AS 37.15.720 is amended to read:

13 Sec. 37.15.720. STATE TOLL FACILITIES. The state is authorized
14 to acquire, construct, equip, and maintain toll bridges, tunnels,
15 highways, roads, crossings, and causeways found to be necessary by the
16 commissioner of transportation and public facilities.

17 * Sec. 3. AS 37.15.730 is amended to read:

18 Sec. 37.15.730. REVIEW OF TOLL FACILITY PROJECTS [KNIK ARM
19 CROSSING]. A toll facility may be financed under AS 37.15.610 -
20 37.15.760 [NOTWITHSTANDING THE PROVISIONS OF AS 37.15.720 THE FIRST
21 STATE TOLL FACILITY TO BE FINANCED UNDER AS 37.15.610 - 37.15.760 IS
22 THE KNIK ARM CROSSING NEAR ANCHORAGE] if the following conditions are
23 met for that toll facility:

24 (1) the department submits to the governor and the legisla-
25 ture a feasibility study that finds that the toll facility [CROSSING]
26 is financially feasible and able to produce revenue adequate to repay
27 the bonds with which it is financed;

28 (2) if financing in addition to revenue bonds is required
29 to finance the toll facility [ANTICIPATED], the department submits to

1 the governor and legislature a finance plan that includes [TO INCLUDE]
2 an estimate of the total cost of the toll facility [PROJECT] and a
3 description of the sources of money that will be used to finance the
4 total cost of the toll facility [PROJECT]; and

5 (3) the office of management and budget reviews the fea-
6 sibility study and the finance plan, if required, and reports its
7 findings and recommendations to the governor and legislature not later
8 than 90 days after the study and plan are received by the office.

9 * Sec. 4. AS 37.15.760(7) is amended to read:

10 (7) "toll facilities" means highways, roads, bridges,
11 tunnels, crossings, and causeways upon which tolls, charges, rentals,
12 or other user fees are placed by the commissioner of transportation
13 and public facilities.

14 * Sec. 5. The Department of Transportation and Public Facilities shall
15 construct the Copper River highway as a toll facility if federal dis-
16 cretionary highway bridge funds are authorized by the federal government
17 for the reconstruction and repair of the Million Dollar Bridge over the
18 Copper River and the approaches to the bridge.

Original sponsor: Cato

1 IN THE HOUSE BY THE TRANSPORTATION COMMITTEE
2 SENATE CS FOR CS FOR HOUSE BILL NO. 101 (Transportation)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 FIFTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

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11 tunnels, crossings, and causeways upon which tolls, charges, rentals,
12 or other user fees are placed by the commissioner of transportation
13 and public facilities.

Original sponsor: Cato

1 IN THE HOUSE BY THE FINANCE COMMITTEE

2 CS FOR HOUSE BILL NO. 101 (Finance)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 FIFTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to state toll facilities."

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

8 * Section 1. AS 19.05.040(11) is amended to read:

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13 Sec. 37.15.720. STATE TOLL FACILITIES. The state is authorized
14 to acquire, construct, equip, and maintain toll bridges, tunnels,
15 highways, roads, crossings, and causeways found to be necessary by the
16 commissioner of transportation and public facilities.

17 * Sec. 3. AS 37.15.730 is amended to read:

18 Sec. 37.15.730. WHITTIER TOLL ROAD AND KNIK ARM CROSSING. Not-
19 withstanding the provisions of AS 37.15.720, the first two state toll
20 facilities [FACILITY] to be financed under AS 37.15.610 - 37.15.760
21 are [IS] the Whittier Toll Road and the Knik Arm Crossing near
22 Anchorage. A toll facility authorized under this section may be
23 financed under AS 37.15.610 - 37.15.760 if the following conditions
24 are met for that facility:

25 (1) the department submits to the governor and the legisla-
26 ture a feasibility study that finds that the toll facility [CROSSING]
27 is financially feasible and able to produce revenue adequate to repay
28 the bonds with which it is financed;

29 (2) if financing in addition to revenue bonds is required

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11 (7) "toll facilities" means highways, roads, bridges,
12 tunnels, crossings, and causeways upon which tolls, charges, rentals,
13 or other user fees are placed by the commissioner of transportation
14 and public facilities.

5/3/88

Cheryl-

Is this F.N. to
accompany sec 101 (Fin)?

a zero -
this related to
the old sec 5
re: rev bonds.

FISCAL NOTE

REQUEST:

Revision Date: _____

Agency Affected: State Bond Committee

Title: State Toll Facilities

BRU: _____

Sponsor: Senate Finance

Components: _____

Requestor: Senate Finance

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
OPERATING						
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LANDS & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS		1000.0	2000.0	2100.0	2100.0	2100.0
TOTAL OPERATING		1000.0	2000.0	2100.0	2100.0	2100.0
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER		1000.0	2000.0	2100.0	2100.0	2100.0
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: Attach a separate page for analysis.

Prepared By: Milt Barker MB

Phone: 465-2350

Division: Treasury

Date: May 3, 1988

Approved by Commissioner: Hugh Malone

Date: 5/3/88

Agency: Department of Revenue

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

SCS CS HB 101 (Finance)
Fiscal Note Analysis

The following amounts of debt service on \$22,000,000 of toll facilities revenue bonds assume a 30 year maximum maturity and an average interest rate of 9 percent:

<u>Fiscal Year</u>	<u>Fund Source</u>	
	<u>Toll Facilities Construction Fund</u>	<u>Toll Facilities Revenue Fund</u>
1989	\$1,000,000	0
1990	2,000,000	0
1991	1,000,000	\$1,100,000
1992		2,100,000
1993		2,100,000

The amounts paid from the Toll Facilities Construction Fund are capitalized interest (interest during construction). Total debt service to maturity (including capitalized interest) would be approximately \$68 million.

Up to \$6.5 million of the bond proceeds might be required for capitalized interest, a debt service reserve fund of \$2.1 million, and issuance costs. This would leave \$15.5 million available for construction costs.



Dept. of Transportation & Public Facilities

Position Paper

BILL NO: HB 101

TITLE: An Act Relating to State
Toll Facilities

APPROVED: Mark S. Hickey *M.S.H.*
Commissioner

DATE: 3/31/87

The Department of Transportation and Public Facilities supports expanding the current toll facility authority to include tunnels. In addition, while we see no problem with the addition of the Whittier Toll Road facility to AS 37.15.730, we question why the references to the Knik Arm Crossing are being deleted. This legislation reinforces the desire to ensure that projects such as this are financially feasible and able to produce revenues to cover their costs whenever possible.

In March, 1986, an economic analysis and financial plan for transportation access to Whittier was completed. A copy of the Executive Summary of the Whittier Transportation Alternatives is attached.

Attachment

For further information call Susan Fleischhauer at 465-3900.

Alaska State Legislature

House of Representatives

Committee on Transportation



Rep. Bette Cato, Chairman
Representative Bette Cato

Pouch V
State Capitol
Juneau, Alaska 99811
(907) 465-4858

Section Analysis House Bill 101 - An act relating to toll facilities.

Section 1.

Title 19 pertains to the duties and powers vested in the Department of Transportation. Sec. 19.05.040 specifically outlines the powers of the department. HB 101 Section 1 adds new language that would provide the department with the power to establish, levy, and collect tolls, fees, charges and rentals for the use of state roads, highways, bridges, tunnels crossings and causeways.

Section 2.

Amends AS.37.15.720 to add the word tunnels to those state toll facilities the state is authorized to acquire, construct, equip and maintain.

Section 3.

AS.37.15.730 is amended to say the first state toll facility to be financed is the Whittier Toll Road. This changes the current language from the Knik Arm Crossing to the Whittier Toll Road.

Several other slight language changes have been made to this section.

- a. Line 24 Page 1 changes the word "crossing" to "project".
- b. Line 29 Page 1 changes to words "to include" to "that includes".
- c. Line 9 Page 2 adds the word "tunnels" to the definitions for toll facilities.

SENATE COMMITTEE REPORT

FURTHER: FINANCE

5/13/87

DATE TURNED INTO OFFICE 2-25-88

Mr. President:

TRANSPORTATION

Committee considered CSHB 101(Fin)

state toll facilities

and recommended:

replace with FOR SCS CS HR 101 (TRSP) same title
 or adopt CS FOR new title
 attached amendment(s) and amendment do pass

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

letter of intent adopted _____

Committee attached or adopted fiscal note(s)

new updated or previous
 zero fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Kevin Bell
[Signature]

[Signature]
Chairman signature and recommendation

Committee Backup Attached