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25

SENATE TRANSPORTATION COMMITTEE

Bill Checklist

Bill Number and Title SB 25, Tax assesment of private airports

Date Received in Committee 1/19/87

Report of Prior Committee none

Back-up from Sponsor(s): Requested Chris 1/22/87 Received _____

Sectional Analysis: Requested _____ Received _____

Position Paper: Requested _____ Received _____

Fiscal Note(s):

Agency DOT Requested 1/21/87 Received 1/30/87

Agency _____ Requested _____ Received _____

Agency _____ Requested _____ Received _____

Committee Substitute: Requested _____ Received _____

Scheduled 2/3/87

Heard _____

Reported out _____ CS _____ ()

Items for Committee Packets

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.

Comments:

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 1/19/87 5-DAY NOTICE
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER: FINANCE

**FISCAL NOTE(S) ATTACHED **
IN ACCORDANCE WITH AS 24.08.035
(see below)

1/19/87

DATE TURNED INTO OFFICE 2/04/87

Mr. President:

TRANSPORTATION Committee considered SB 25

providing a special assessment for private airports open for public use; efd.

and recommended:

replace with CS _____ same title
 new title
 attached amendment(s) and

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

letter of intent adopted and attached

** Committee attached or adopted fiscal note(s)
 zero fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Fabrizio
Tim Kelly
Mark
[Signature]

Howard Jones - Do Pass
Chairman signature and recommendation

Committee Backup Attached

SENATE AMENDMENT

BY: Transportation Committee

TO: _____ SENATE BILL NO. 25

TO: _____ HOUSE BILL NO. _____

On Page 2, Line 8,

Delete "or intended for use"

On page 2, Lines 9 and 10,

delete "or intended for use"

(TURN IN ORIGINAL AMENDMENT TO SENATE SECRETARY'S OFFICE.
THE AMENDMENT WILL BE NUMBERED, COPIED AND DISTRIBUTED.)

**STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE**

REQUEST: _____

Bill Versi... SB 25
Publish Date: _____

Revision Date: Original
Title: Special Assessment for private
airports open for public use...
Sponsor: Bennett
Requestor: Senator Jones

Agency Affected: DOT&PF
BRU: _____
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-
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FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

This Bill will not impact DOT&PF. All duties, authorities and responsibilities rest with the municipality and the owner of the airport.

Prepared by: Ron B. Lind Phone: 465-2171
Division: Plans, Programs and Budget Date: _____

Approved by Commissioner: [Signature] Date: 1/30/87
Agency: Department of Transportation and Public Facilities

Distribution (by preparer):

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

Editorial Opinion and Comment of

FAIRBANKS

Daily News - Miner

"Independent In All Things . . . Neutral in None"

Other opinions expressed on this page do not necessarily reflect those of the Daily News-Miner.



Airfield options

Private airports face an uncertain future in urbanizing areas such as Fairbanks.

Because these airports require lots of land in comparison to the income they can earn, property taxes can threaten their very existence.

A bill being introduced in the legislature by Sen. Don Bennett (R-Fairbanks) would allow local governments to give a property tax break to private airports that are open to the public. Rather than a break, it would be more of a just tax considering their value to the communities they serve. At present, state law prohibits municipalities like the Fairbanks North Star Borough from offering such tax breaks except to farmland.

Private airports make an important contribution to Alaska aviation. Among other things, they help draw light planes away from major government-run airports that serve airliners and other heavy aircraft. Anything that separates small planes from their bigger brothers increases the safety and convenience of all air travelers.

In addition, they reduce the need to expand government-run airports, reducing the demands on the public purse.

Bennett's bill would not *require* tax relief for private airports; it would only allow such relief. The choice would be up to the local government, just as it should be. And the tax break could be extended only to private airports open to the public.

This bill would cost the state nothing while providing an important and useful option to local government in Alaska. We hope it passes.

Backup