

**HB**

**272**

# SENATE COMMITTEE REPORT

## First Committee of Referral

DATE: 2/23/96

FURTHER: Finance

DATE TURNED INTO OFFICE: \_\_\_\_\_

The CRA Committee considered CS FOR HO'ISE BILL NO. 272(FIN)

"An Act relating to municipal taxation of motor vehicles; and providing for an effective date."

and recommends:

- be replaced with \_\_\_\_\_ CS \_\_\_\_\_ (\_\_\_\_\_)
- adopt previous \_\_\_\_\_ CS \_\_\_\_\_ (\_\_\_\_\_)
- attached amendment(s)
- adopt Letter of Intent by \_\_\_\_\_ Committee
- further referral to the \_\_\_\_\_ Committee

- Senate Bill:**
- same title
  - new title
- House Bill:**
- same title
  - technical title
  - new: SCR# \_\_\_\_\_

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	NR	DNP	AM
		<i>Roll E. Kelly</i>	✓		
		<i>Paul J. Haney</i>	✓		
		<i>James H. Haney</i>	✓		
		<i>Tim Kelly</i>	✓		
<b>CHAIR:</b> <i>John Ferguson</i>	✓	<b>CHAIR:</b>			

**NEW FISCAL NOTE(S):**

Department	Date	Zero	Fiscal
<i>Public Safety</i>	<i>3/22/96</i>		✓

**PREVIOUS FISCAL NOTE(S):\***

Department	Date	Zero	Fiscal
<i>Comm. Reg'l Affairs</i>	<i>2/2/96</i>	✓	
<i>Public Safety</i>	<i>2/5/96</i>		✓

APPROPRIATION -- no fiscal note

\*include fiscal notes accompanying Governor's bill



# FISCAL NOTE

**STATE OF ALASKA**  
**1996 LEGISLATIVE SESSION**

**BILL NO: CSHB 272(FIN)**

Revision Date: 3/22/96 Dept. Affected: Public Safety  
 Title: Act relating to municipal taxation of motor vehicles and providing for an effective date. BRU: Motor Vehicles  
 Component: Field Services  
 Sponsor: Rep. Hanley Administration  
 Requestor: S CRA COMPONENT SERIAL NO. 0501

**EXPENDITURES/REVENUES: (Thousands of Dollars) (inflation not included)**

OPERATING	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
PERSONAL SERVICES	21.5	82.2	82.2	82.2	82.2	82.2
TRAVEL						
CONTRACTUAL	13.0	22.9	22.9	22.9	22.9	22.9
SUPPLIES						
EQUIPMENT	10.0	10.0				
LAND & STRUCTURES						
GRANTS CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	<b>44.5</b>	<b>115.1</b>	<b>105.1</b>	<b>105.1</b>	<b>105.1</b>	<b>105.1</b>
<b>CAPITAL EXPENDITURES</b>						
<b>CHANGE IN REVENUES ( )</b> Revenue Code	<b>10.5</b>	<b>65.5</b>	<b>120.5</b>	<b>120.5</b>	<b>120.5</b>	<b>120.5</b>

**FUNDING: (Thousands of Dollars)**

1002 Federal Receipts						
1003 GE Match						
1004 GE	44.5	115.1	105.1	105.1	105.1	105.1
1005 GE/Program Receipts						
1006 GE/MHTIA						
Other						
<b>TOTAL</b>	<b>44.5</b>	<b>115.1</b>	<b>105.1</b>	<b>105.1</b>	<b>105.1</b>	<b>105.1</b>

Estimate of current year (FY 96) impact: \$ \_\_\_\_\_

**POSITIONS:**

FULL-TIME	1	2	2	2	2	2
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

**ANALYSIS: (Attach a separate page if necessary.)**

The Municipal Vehicle Registration Tax (MVRT) program began in 1978. Under this program a municipality can elect to have DMV collect a municipal tax at the same time as the registration fees are collected. This tax would be in lieu of a personal property tax collected by the local government. DMV retains 8% of the tax for collection costs and the remainder is returned to the municipalities. In FY 95 DMV collected approximately \$6.9 million in tax for the 13 local governments in the program. The original program was established with one tax schedule that applied to all vehicles in the state. This bill will eliminate the one tax schedule and allow each local government to set their own rates.

(See attached sheet for continuation)

Prepared By: Juanita M. Hensley Phone: 465-2650  
 Division: Motor Vehicles Date: 3/22/96  
 Approved by Commissioner: *Ronald L. Otte* Date: 3/22/96  
 Agency: Ronald L. Otte, Dept. of Public Safety

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# FISCAL NOTE

STATE OF ALASKA

BILL NO: CSHB 272(FIN)

## 1996 LEGISLATIVE SESSION

Revision Date: 3/22/96

Dept. Affected: Public Safety

### ANALYSIS CONTINUED:

It is anticipated that each of the 13 local governments in the program will establish their own tax schedules. Each local government has cited their desire to address their individual tax needs and therefore it stands to reason that each tax schedule will be different. The two main sources of dissatisfaction with the program have been that the tax rates have not kept pace with increases in other taxes and that the rates are difficult to change. These same reasons are cited as reasons for not participating by those governments not currently in the program. This bill will address those problems and with these changes it is likely that other local governments may elect to join the program.

### PROGRAM COSTS

The multiple tax schedules will require increased costs for extensive data processing changes and for administrative oversight to ensure correct and timely payments. These are overhead charges that would be incurred even if only a few local governments changed each year rather than the universal changes that are expected. This program will be a significant change from the existing program where all participants are paid according to the same fee schedule. The data processing changes will create and maintain separate tax tables for each taxable location and change the processing logic for both the mail renewal notices and the on-line processing system. Costs will be incurred each time any one of the taxable locations changes fees. DP chargeback fees will increase due to the increased processing time for accessing multiple separate tax tables. The programming will be accomplished by contract programmers as all existing programmers are fully committed to other mandatory projects.

If the bill passes with an effective date of July 1, 1996, any municipality could notify DMV before January 1, 1997, that the tax schedule will change. The soonest date that the new taxes will be collected will be January 1, 1998. An Accounting Technician I position will be used to set up the program, test new computer programs, coordinate year change over to the new schedules, and to develop new payment and auditing services. This position will start on January 1, 1997, to establish the program so only 50% of the personal services costs will be shown in FY97. This position will continue through the life of the program and will be the single position responsible for auditing and payment for 13 local tax collection and payment programs and for establishing new programs for any local government that elects to join the program. The computer changes will also be accomplished in FY 97 in order to be ready for registrations that can be processed early. The costs for computer changes will continue each year as it is anticipated that there will be various changes and new municipalities will join.

The program will also have an impact on the mail renewal unit and will require one Motor Vehicle Rep I/II position beginning on July 1, 1997. This position will be responsible for work associated with returning mail to owners who have moved to a new location and have sent incorrect fees. Each year there are address changes for approximately 25% of the vehicle owners. Currently this is not a major problem because the majority of the vehicles are in a taxable location and the fees remain the same regardless of location. Under this bill the tax fees would be different if the owner moves to a new city and the renewal could not be processed until correct fees are submitted. Not all of the address changes are to a new city but a significant percentage are. This analysis will assume that half or 12.5% of the address changes will have to be returned for correct fees. Based on the mail renewal usage in 1995 this equates to 31,000 renewals that will have to be returned and reprocessed when returned with correct fees. Additional postage will be required for this work also.

### PERSONAL SERVICES

	FY97	FY98
1 Accounting Tech I (Range 12B) (50% shown in FY97)	\$21.5	\$43.0
1 MVR I/II (Range 9B) @ 39.2 (FY 98 and forward)		\$39.2

### CONTRACTUAL

Computer programming 140 hrs @ \$75.00 (Includes basic program modification for new tables, mailout program and batch reconciliation reports.)	\$10.5	\$10.5
Postage (31,000 letters @ \$0.32) (FY 98 and forward)		\$ 9.9
DP charge back costs	\$2.5	\$2.5

### EQUIPMENT

Computer workstation and office equip. for new employees @ \$10,000.00 (see schedule below)	\$10.0	\$10.0
	<hr/>	<hr/>
TOTAL	\$44.5	\$115.1

# FISCAL NOTE

STATE OF ALASKA  
1995 LEGISLATIVE SESSION

BILL NO: CSHB 272(FIN)

Revision Date: 3/22/96

Dept. Affected: Public Safety

## ANALYSIS CONTINUED:

### Workstation Equipment

Computer 486/66	\$3,000.00
Monitor	300.00
Printer	3,000.00
IRMA Card	450.00
Surge Protector	55.00
Token Ring Card	400.00
Software for APSIN	600.00
Desk	500.00
Chair	400.00
Adding Machine	130.00
Waste Basket	30.00
DP Terminal Charge 1 Year	840.00
Station Hook Up (Coax)	95.00
Misc Desk Supplies	<u>200.00</u>
Total	\$10,000.00

### \*\*\*REVENUE \*\*\*

In FY 95 DMV collected nearly \$6,900,000 in Municipal Tax revenue for local governments. All of this less 8% for collection costs is returned to the local governments. In addition to the 8% collection costs, this bill authorizes DMV to also retain the actual costs for any changes made to the fee schedule. These are the new revenue amounts that are shown in the first two years of the program and these are the new costs associated with the start up of the program. In addition to the start up costs it is assumed that all municipalities that elect to change their rates will increase rather than decrease the tax rates. This will also generate additional revenue as DMV will retain 8% of any increase.

For purposes of this fiscal note it will be assumed that tax collections in future years will increase by 20% and the revenue shown in FY 99-FY02 will reflect this increase of 20% over the \$550,000 that is currently retained for collection costs. Only half this increase will be shown in FY 98 as the new tax rates go into effect on January 1. Actual revenue increases will depend on the tax level adopted by each local government unit.

The major impact of this bill will not be felt until the second year after passage when the new tax rates go into effect. DMV will need to have an increment in the FY93 budget to have the authority to receive and expend the increased Program Receipts to fund the additional costs.

# FISCAL NOTE

STATE OF ALASKA  
1996 LEGISLATIVE SESSION

BILL NO: 100.3  
Bill Version: CSHB 272(FIN)  
(H) Publish Date: 2/9/96

Revision Date: 2/2/96 Dept. Affected: Community & Regional Affairs  
Title: An Act relating to municipal taxation of motor vehicles BRU: none  
Sponsor: Rep. Hanley Component: none  
Requestor: House Finance COMPONENT SERIAL NO. \_\_\_\_\_

**EXPENDITURES/REVENUES: (Thousands of Dollars) (inflation not included)**

OPERATING	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL EXPENDITURES	0	0	0	0	0	0
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CHANGE IN REVENUES ( ) Revenue Code						
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**FUNDING: (Thousands of Dollars)**

1002 Federal Receipts						
1003 GF Match						
1004 GE						
1005 GE/Program Receipts						
1006 GE/MHTIA						
Other						
TOTAL	0	0	0	0	0	0

Estimate of current year (FY 95) impact: \$ none

**POSITIONS:**

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

ANALYSIS: (Attach a separate page if necessary.)

This legislation would have no fiscal impact on the department.

Prepared By: Remond Henderson, Director *Remond Henderson* Phone: 465-4808  
Division: Administrative Services Date: 2/2/96  
Approved by Commissioner: Mike Irwin Date: 2/2/96  
Agency: Mike Irwin, Dept. of Community & Reg. Affairs

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# **Representative Mark Hanley**

## **Alaska State Legislature**

### **SPONSOR STATEMENT**

**House Bill No. 272**

**"An Act relating to municipal taxation of motor vehicles"**

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CSHB 272 (FIN) would allow municipalities that impose a motor vehicle registration tax to increase or decrease the schedule set in statute. Currently, there is no provision to change or update the fee schedule. This change would relieve the Legislature of the burden of adjusting rates by legislation.

A municipality electing to change its rates would be required to pass an ordinance in support of the increase or decrease, and provide written notice to the department at least one year before the change would take place. The municipality would not be able to make such a change more than once every two years.

The municipality would pay the one time programming cost for the change incurred by the Department of Public Safety. The department collects 8% of the gross as a collection fee; a rate increase would result in a larger base for collection.

Each municipality should be able to choose reasonable tax rates suited to its needs and situation. CSHB 272 (FIN) gives communities another tool to decide on the local level how to handle their fiscal situations, and puts the responsibility for change where it belongs. This will become increasingly important as state funding for municipalities continues to decline. The local ordinance provision and the democratic process will ensure adequate public input on any tax rate changes.

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**— SPONSOR STATEMENT —**

STATE OF ALASKA  
DEPARTMENT OF PUBLIC SAFETY  
DIVISION OF MOTOR VEHICLES

VEHICLES REGISTERED IN 1995 BY GOVERNMENT BOUNDARY

*7495  
Amount  
Remitted  
to municipalities*

	PSNGR	MOTOR CYCLE	COMM. TRAILER	TRAILER	COMM. TRUCK	PICKUP	BUS	SNOW MOBILE	ALL VEHICLES	
OTHER OUTSIDE	12,326	447	642	958	1,837	3,091	41	11	19,353	
OTHER ALASKA	7,941	288	838	1,637	2,072	6,534	244	238	19,792	
WASHINGTON	1,073	48	1,157	125	86	368	4		2,881	
MUNI OF ANCHORAGE	148,638	5,229	7,340	22,106	11,734	45,345	536	5,531	246,458	<i>4,158,944</i>
FAIRBANKS N/STAR BOR	46,733	2,232	2,859	9,907	6,248	21,897	487	1,347	81,710	
CITY & BOR OF JUNEAU	17,823	652	686	2,580	1,675	6,739	165	14	30,334	
KETCHIKAN GATEWAY BOR	8,205	452	395	1,444	1,268	4,253	127	4	16,146	<i>211,502</i>
CITY & BOR OF SITKA	4,106	142	265	674	591	2,158	56	1	7,993	<i>45,873</i>
NOME	799	31	51	49	384	948	19	4	2,265	<i>28,250</i>
HAINES	1,300	106	112	357	288	1,051	45	105	3,364	
YAKUTAT	280	8	12	14	112	263	3		692	
BETHEL	1,347	45	30	69	307	1,013	9	12	2,832	<i>37,352</i>
TOK	941	40	33	326	163	824	14	16	2,357	
GLENNALLEN	902	32	74	351	200	683	21	14	2,277	
DELTA JUNCTION	2,343	106	84	808	282	1,686	40	29	5,378	
VALDEZ	2,854	111	83	568	421	1,597	49	142	5,825	
CORDOVA	1,213	75	171	262	323	1,148	3	19	3,214	
NORTH SLOPE BOR	575	28	38	68	452	307	13	28	1,509	
UNALASKA	483	24	32	35	193	440	5		1,212	<i>36,737</i>
MATSU BOROUGH	35,753	1,216	599	8,840	3,241	21,031	172	1,603	72,455	<i>814,851</i>
CRAIG	670	28	54	149	214	668	2	1	1,786	
KODIAK ISLAND BOR	6,044	183	605	764	992	3,587	27	130	12,332	<i>166,651</i>
BRISTOL BAY BOR	811	33	64	119	369	888	9	16	2,309	
SKAGWAY	678	58	67	125	147	442	65	2	1,584	
NENANA	518	17	18	120	91	376	7	3	1,150	<i>7,507</i>
PETERSBURG	1,428	126	91	426	235	1,174	9	1	3,490	<i>312,153</i>
DILLINGHAM	944	33	25	58	231	815	13	80	2,199	<i>25,184</i>
KOTZEBUE	203	7		18	49	123		5	405	
KENAI PENINSULA BOROUGH	29,954	1,051	1,440	8,446	4,120	18,612	193	316	64,132	<i>751,222</i>
WRANGELL	1,023	56	29	150	226	848	13	6	2,351	
METLAKATLA	372	13	1	23	44	201	1		655	
<i>Whittier</i>										<i>3729</i>
FINAL TOTAL	338,280	12,917	17,895	61,576	38,575	149,110	2,392	9,878	630,423	

Dept. of Public Safety Information

03/19/96 TUE 15:59 I 06/81/90

1995 MOTOR VEHICLE CLASS CODES/FEEES

Revised 2/29/96

Class Code	Fee	Description	1995 Count
AA	\$ 35 **	UAA Passenger	91
AB	\$ 40 **	UAA Pickup	19
DC	\$ 35	Disabled Veteran Passenger (2nd Set)	119
DD	Free	Disabled Veteran (1st Set)	355
DP	\$ 40	Disabled Veteran Pickup & Van (2nd Set)	41
DV	Free	Disabled Veteran (No HCP Logo)	194
D1	\$ 35	Disabled Veteran Passenger (No HCP Logo)(2nd Set)	20
D2	\$ 40	Disabled Veteran Pickup (No HCP Logo)(2nd Set)	9
FA	\$ 35 **	UAF Passenger	334
FB	\$ 40 **	UAF Pickup	130
HC	\$ 35	Handicapped Passenger (2nd Set)	708
HH	Free	Handicapped (1st Set)	3,998
HP	\$ 40	Handicapped Pickup & Van (2nd Set)	259
JA	\$ 35 **	UAS Passenger	28
JB	\$ 40 **	UAS Pickup	1
PA	\$ 35 **	PWS Passenger	7
PB	\$ 40 **	PWS Pickup	2
1A	\$ 35 *	Army Passenger	1,475
1B	\$ 40 *	Army Pickup	1,056
1C	\$ 35 **	Custom Collector Passenger	23
1F	\$ Free	Call Letter Passenger	230
1G	\$ 5	Government Exempt Passenger	783
1H	\$ Free	State Passenger	240
1M	\$ 5	Government Personalized Passenger	5
1P	\$ 5	Exempt Passenger (Charitable)	1,233
10	\$ 35 *	Passenger Personalized	10,537
11	\$ 35	Passenger	292,062
14	\$ 70	For Hire (Taxi)	951
15	\$ 10 (1 time)	Historical Vehicle	100
16	\$ 35 *	Call Letter Passenger	94
17	\$ 45	Dealer Plate (1st Set)	162
19	\$ 25	Dealer Plate (2nd & Subsequent Sets)	775
2A	\$ 35 *	Navy Passenger	607
2B	\$ 40 *	Navy Pickup	483
2G	\$ 5 *	Government Exempt Motorcycle	5
2H	Free	State Motorcycle	3
2P	\$ 5	Exempt Motorcycle (Charitable)	2
20	\$ 35 *	Motorcycle Personalized	429
21	\$ 20	Motorcycle	12,478
28	\$ 45	Dealer Motorcycle (1st Set)	4
29	\$ 25	Dealer Motorcycle (2nd Set)	8

Motor Vehicle Class Codes/Fees (1995)

Page 2

Class Code	Fee	Description	1995 Count
3A	\$ 35 *	Marines Passenger	332
3B	\$ 40 *	Marines Pickup	316
3G	\$ 5	Government Exempt Non-Commercial Trailer	277
3H	Free	State Non-Commercial Trailer	23
3P	\$ 5	Exempt Non-Commercial Trailer (Charitable)	436
31	\$ 51	Commercial Trailer: 5,000 lbs. and Under	3,163
32	\$ 86	Commercial Trailer: 5,001 lbs. - 12,000 lbs.	9,012
33	\$ 156	Commercial Trailer: 12,001 - 18,000 lbs.	5,093
34	\$ 221	Commercial Trailer: Over 18,000 lbs.	627
35	\$ 5	Non-Commercial Trailer	60,840
36	\$ 5	Mobile Home	1
38	\$ 45	Transporter (1st Set)	3
39	\$ 25	Transporter (2nd & Subsequent Sets)	3
4A	\$ 35 *	Air Force Passenger	1,227
4B	\$ 40 *	Air Force Pickup	775
4C	\$ 40 **	Custom Collector Pickup/Truck	7
4F	Free	Call Letter Pickup & Van	156
4G	\$ 5	Government Exempt Pickup/Truck	1,780
4H	Free	State Pick-up Truck	98
4M	\$ 5	Government Personalized Pickup	1
4P	\$ 5	Exempt Pickup/Truck (Charitable)	1,245
4O	\$ 40 *	Non-Commercial Pickup Personalized	3,843
41	\$ 51	Commercial Truck: 5,000 lbs. & Under	16,401
42	\$ 86	Commercial Truck: 5,001 lbs. - 12,000 lbs.	12,376
43	\$ 156	Commercial Truck: 12,001 lbs. - 18,000 lbs.	5,099
44	\$ 221	Commercial Truck: Over 18,000 lbs.	4,699
45	\$ 40	Non- Commercial Pickup and Van	137,904
46	\$ 40 *	Call Letter Pickup (No Equipment)	37
5A	\$ 35 *	Coast Guard Passenger	255
5B	\$ 40 *	Coast Guard Pickup (No Equipment)	159
5G	\$ 5	Government Exempt Bus	85
5H	Free	State Bus	3
5P	\$ 5	Exempt Bus (Charitable)	221
51	\$ 51	Bus: 5,000 lbs. & Under	85
52	\$ 86	Bus: 5,001 - 12,000 lbs.	526
53	\$ 156	Bus: 12,001 - 18,000 lbs.	793
54	\$ 221	Bus: Over 18,000 lbs.	50
55	\$ 85	Tour Bus - All Weights	629
6A	\$ 35 *	National Guard Passenger	140
6B	\$ 40 *	National Guard Pickup	92

Motor Vehicle Class Codes/Fees (1995)

Page 3

Class Codes	Fees	Description	1995 Count
61	\$ 35	Farm Plates	469
7A	\$ 35	Purple Heart Passenger	251
7B	\$ 40	Purple Heart Pickup	211
71	\$ 5 (2 years)	Snow Vehicles	9,678
81	Free	Prisoner of War Passenger	22
82	Free	Prisoner of War Pickup & Van	10
83	Free	Pearl Harbor Survivor Passenger	26
84	Free	Pearl Harbor Survivor Pickup & Van	7
91	\$ 51	Limo. Under 5,000 lbs.	21,827
92	\$ 66	Limo: 5,001 - 12,000 lbs.	1,426
93	\$ 156	Limo: 12,001 - 18,000 lbs.	40
94	\$ 221	Limo: Over 18,000 lbs.	6
TOTAL			632,845

\* = One Time Plate Fee of \$30

\*\* = One Time Plate Fee of \$50

State of Alaska Division of Motor Vehicles Standard Operating Procedures	SOP No. R-190	Page No. 1 of 10
	Effective November 20, 1992	
Subject: <b>MOTOR VEHICLE REGISTRATION TAX (MVRT)</b>	Supersedes R-190	Dated 6/14/91
	Approved <i>J. M. Sullivan</i>	
Statute: AS 28.10.431 Regulation: 13 AAC 70.200 AS 28.10.411	Form No. 9	

Motor Vehicle Registration Tax (MVRT) is collected by the Division of Motor Vehicles for municipalities which elect to use AS 28.10.431. Under this law MVRT is collected by DMV at the same time registration is paid. MVRT is collected only once a year in annual increments for any vehicle. MVRT may not be prorated.

**NOTE:** When a vehicle registration month is changed and the registration period is extended beyond the succeeding calendar year, the MVRT must be collected for two years. The MVRT is collected at the time of the transaction that changes the registration month.

**EXAMPLE:** A vehicle registration expires in Nov. 1991. When the vehicle owner renews the vehicle registration s/he requests that the registration month of the vehicle be changed to January. Registration fees are collected for the period Nov. 91 - Nov. 92 and through January 93, a total of 14 months. The MVRT will be collected for calendar years 91 and 93.

A tax location code is assigned to each vehicle subject to MVRT (see page 3 of this SOP). This code is recorded in the vehicle record. The tax location code identifies the municipality for which the MVRT is collected.

A vehicle is subject to MVRT if:

- A. A vehicle owner's residence address at the time of registration is within the geographic boundaries of any municipality for which MVRT is collected

-OR-

- B. The "situs" or "physical location" of a vehicle owned by other than individuals is within the geographic boundaries of any municipality for which MVRT is collected. The term "situs" as it relates to this SOP is defined as "the place where the vehicle is normally, usually or generally kept or used".

**CLASSES EXEMPT FROM MVRT**

- A. Senior Citizen - MVRT tax location code "S".

A vehicle not subject to registration fees because of a senior citizen exemption is also exempt from paying MVRT. See SOP R-185 for procedures for registering vehicles belonging to senior citizens.

State of Alaska  
Division of Motor Vehicles  
Standard Operating Procedures

SOP No. R-190

Page No.2 of 10

Effective February 1, 1994

subject:

**MOTOR VEHICLE REGISTRATION TAX (MVRT)**

Supersedes R-190

Dated 7/1/93

Approved

*Charles E. Horack*

Statute: AS 28.10.431 Regulation: 13 AAC 70.200  
AS 28.10.411

Form No.

exempt from MVRT continued...

B. The following classes of vehicles are exempt from MVRT:

<u>Class</u>	<u>Description</u>
DD	Disabled Veteran HCP - 1st issue only
DV	Disabled Veteran - 1st issue only
HH	Handicapped - 1st issue only
15	Historical
39	Transporter
61	Farm
71	Snowmachine
1G through 5G	Government Exempt
1H through 5H	State Owned Vehicles
1P through 5P	Exempt (Charitable)

C. Military Personnel - MVRT tax location code "M"

1. Military personnel who are stationed in Alaska but retain legal residence in another state are exempt from the MVRT.

To qualify for this exemption military personnel must submit a properly completed military exemption affidavit (Form 12-828) each year. The affidavit may be submitted in person or by returning it with the mailout registration. See SOP R-220 for military exemptions.

2. Out-of-state military personnel showing an Alaska residence, in a taxable area, on their vehicle registration(s) are not exempt from MVRT.

NOTE: Military personnel who are Alaska residents and use an out-of-state residence address are not subject to MVRT.

*Discuss the M. exemption. Does anybody take them off?*

Effective January 1, 1995

Subject:  
**MOTOR VEHICLE REGISTRATION TAX (MVRT)**

Supersedes R-190

Dated 11/20/92

Approved *J. N. Dubany*

Statute: AS 28.10.431 Regulation: 13 AAC 70.200  
AS 28.10.411

Form No.

### MUNICIPALITIES SUBJECT TO MVRT AND TAX LOCATION CODES

The following is a list of those municipalities and their tax location codes that have elected to come under MVRT:

<u>TAX LOCATION CODE</u>	<u>MUNICIPALITY</u>
01	Municipality of Anchorage
07	Ketchikan Gateway Borough
08	City and Borough of Sitka
10	City of Nome
14	City of Bethel
28	City of Unalaska
30	Matanuska Susitna Borough
33	Kodiak Island Borough
38	City of Nenana
39	City of Petersburg
40	City of Dillingham
44	Kenai Peninsula Borough
49	City of Whittier

### NON-TAXABLE LOCATION CODES

- A. Senior Citizen - The tax exempt code of "S" is assigned to those vehicles exempt from the MVRT because of a senior citizen exemption.
- B. Military Personnel - The tax exempt code of "M" is assigned to those vehicles exempt from the MVRT because of a military exemption.
- C. Other non-taxable areas
  - 1. The tax location code of "OO" is assigned to all vehicles that are located in areas that are not subject to the MVRT.
  - 2. The tax exempt code "A" is assigned to all vehicles showing a residence address that is non-taxable but uses a zip code of a taxable location.

### ZIP CODES OF TAXABLE LOCATIONS

A. The following list of Zip Codes is provided for assisting in determining when MVRT is collected. These Zip Codes can be used in conjunction with any available maps to determine if an individual's residence address or an entity's vehicle is within the boundaries of an electing municipality. If you are in doubt as to the applicability of MVRT in a specific case, please contact your supervisor or Fiscal Services.

State of Alaska  
Division of Motor Vehicles  
Standard Operating Procedures

SOP No. R-190

Page No.4 of 10

Effective January 1, 1995

Subject:  
MOTOR VEHICLE REGISTRATION TAX (MVRT)

Supersedes R-190

Dated 11/01/93

Approved

*T. N. Dulany*

Statute: AS 28.10.431 Regulation: 13 AAC 70.200  
AS 28.10.411

Form No.

*4*

MUNICIPALITY OF ANCHORAGE - Tax Location Code 01

99501-99504	99514	99524
	99515	99540 - Indian
99505 - Ft. Richardson	99516	99567
99506 - Elmendorf	99517	99567 - Chugiak - Including Peters Creek
99507	99518	99577 - Eagle River
99508	99519	99587 - Girdwood - Including Peters Creek
99509	99520	99695 - Eklutna
99510	99521	
99511	99522	
99512	99523	
99513		

KETCHIKAN GATEWAY BOROUGH - Tax Location Code 07

99901 - Ketchikan - Including Saxman  
99928 - Ward Cove  
99950 - Loring - Over 20 communities use this Zip Code but only Loring is taxable.

CITY OF NOME - Tax Location Code 10

99762 - Nome

CITY OF BETHEL - Tax Location Code 14

99559 - Bethel

CITY OF UNALASKA - Tax Location Code 28

99685 - Unalaska  
99692 - Dutch Harbor

MATANUSKA-SUSITNA BOROUGH - Tax Location Code 30

99645 - Palmer	99688 - Willow
99667 - Skwentna	99683 - Trapper Creek
99674 - Sutton	99694 - Houston
99676 - Talkeetna	99790 - Summit
99654 - Wasilla	
99687 - Wasilla	
99652 - Big Lake, Big Lake Lodge	

CITY AND BOROUGH OF SITKA

99835 - Sitka

State of Alaska  
Division of Motor Vehicles  
Standard Operating Procedures

SOP No. R-190

Page No.5 of 10

Effective November 20, 1992

Subject:  
**MOTOR VEHICLE REGISTRATION TAX (MVRT)**

Supersedes R-190

Dated 1/1/89

Approved

*T. N. Dulaney*

Statute: AS 28.10.431 Regulation: 13 AAC 70.200  
AS 28.10.411

Form No.

MATANUSKA-SUSITNA BOROUGH ROADWAY BOUNDARIES

	<u>Begins</u>	<u>Ends</u>
Parks	Mile 35	Mile 201 - Summit FAA Station
Glenn	Mile 30	Mile 137
Denali	Mile 41 East Boundary	Mile 112 North Boundary
Lake Louise	Mile 15	Mile 18 - End of Road

KODIAK ISLAND BOROUGH - Tax Location Code 33

99615 - Kodiak, Akhiok	99608 - Karluk
99644 - Ouzinki	99643 - Old Harbor
99550 - Port Lions	99619 - Coast Guard Base in Kodiak
99624 - Larsen Bay	99697 - General Delivery in Kodiak

CITY OF NENANA - Tax Location Code 38

99760

Include

Parks Highway Mile 301.5 to 304.5  
Front Street  
Numbered Streets: 1st through 13th  
Market Street  
Maine Street  
Lettered Streets A through J  
Nenana South Avenues:  
    Cosna  
    FAA Way  
    Nowita  
    Saint Marks Addition  
    Tonsona  
    Tonzitna

Exclude

2 Mile Ag. P, S, W, D  
Berg Subdivision:  
    Askinuk Drive  
    Chuna Drive  
    Kiglowa  
    Kinia  
    Omalik

CITY OF PETERSBURG - Tax Location Code 39

99833

Mitkoff Highway Mile 0 to Mile 9 1/2 is taxable.

\*NOTE: Other communities use the 99833 Zip Code but only the City of Petersburg and the Mitkoff Highway areas are taxable.

State of Alaska  
Division of Motor Vehicles  
Standard Operating Procedures

SOP No. R-190

Page No. 6 of 10

Effective January 1, 1995

Subject:

**MOTOR VEHICLE REGISTRATION TAX (MVRT)**

Supersedes R-190

Dated 2/1/94

Approved

*T. J. Mulane*

Statute: AS 28.10.431 Regulation: 13 AAC 70.200  
AS 28.10.411

Form No.

CITY OF WHITTIER - Tax Location Code 49

99693 - Whittier

CITY OF DILLINGHAM - Tax Location Code 40

99576 - Dillingham

KENAI PENINSULA BOROUGH - Tax Location Code 44

99556 -	Anchor Point/ Nickoloevsk	99631 -	Moose Pass
99568 -	Clam Gulch	99635 -	Nikiski
99572 -	Cooper Landing	99639 -	Ninilchik
99603 -	English Bay/Nanwalek/ Fritz Creek/Halibut Cove/Homer Port Graham/Red Mountain	99663 -	Seldovia
		99664 -	Seward
99605 -	Hope	99669 -	Soldotna
99610 -	Kasilof	99672 -	Sterling
99611 -	Kenai	99682 -	Tyonek

TAXABLE LOCATIONS BY CITY, VILLAGE, MILITARY POST AND BASE

Akhiok	Halibut Cove	Peters Creek
Anchor Point	Homer	Petersburg
Anchorage	Hope	Point Graham
Bethel	Houston	Port Graham
Big Lake	Indian	Port Lions
Big Lake Lodge	Jonesville	Red Mountain
Bird Creek	Karluk	Seldovia
Broad Pass	Kasilof	Seward
Chickaloon	Kenai	Sitka
Chugiak	Ketchikan	Skwentna
Clam Gulch	Kodiak CGB	Soldotna
Cooper Landing	Kodiak Gen Del	Sterling
Curry	Larsen Bay	Summit
Dillingham	Loring	Sutton
Dutch Harbor	Moose Pass	Talkeetna
Eagle River	Nanwalek	Trapper Creek
Eklutno	Nenana	Tyonek
Elmendorf AFB	Nickolaevsk	U.S.C.G. Kodiak
English Bay/Nanwalek	Nikiski	Unalaska
Eska	Ninilchik	Ward Cove
Fort Richardson	Nome	Wasilla
Fritz Creek	Old Harbor	Whittier
Girdwood	Ouzinkia	Willow
	Palmer	

DEPARTMENT OF PUBLIC SAFETY  
DIVISION OF MOTOR VEHICLES  
5700 E. Tudor Road  
Anchorage, AK 99507  
FAX (907) 333-8615 (Xerox 7020)

# ALASKA

# DMV HQ

## The Last Frontier

### FAX TRANSMITTAL SHEET

Date: 3/20/96

From: Chuck Hosack, Deputy Director

Number of pages (including this sheet) :

2

To: Deb Davidson

Sen. Torgerson's office

Regarding: MVRT - Municipal Acctg Report  
1/29/96

Note: if any of these fax copies are illegible, or you do not receive the same number of pages as stated above, please contact us immediately at: (907) 269-5559

03/20/96 WED 08:55 FAX 907 333 8615 ALASKA DMV HQ

Municipal Accounting Report  
 State of Alaska  
 Division of Motor Vehicles  
 January 29, 1996

FISCAL YR : 95

LOCATION	VENDOR#	COLLOCODE	MVRT TOTAL	RETAINED	REFUNDS	REMITTED
BETHEL	CIB84214	64120043	\$40,600.00	\$3,248.00	\$0.00	\$37,352.00
BILLINGHAM	CID84836	64120051	\$27,374.00	\$2,189.92	\$0.00	\$25,184.08
CHENANA	CIN84291	64120049	\$8,289.00	\$663.12	\$119.00	\$7,506.88
COLOMBO	CIN84936	64120047	\$30,707.00	\$2,456.56	\$0.00	\$28,250.44
FAIRBANKS	CIP84181	64120042	\$39,333.00	\$3,146.64	\$33.00	\$36,153.36
HEALY	CIS84599	64120053	\$49,939.00	\$3,995.12	\$71.00	\$45,872.88
KATANALASKA	CIU84215	64120046	\$39,932.00	\$3,194.56	\$0.00	\$36,737.44
KATITIER	CIW84474	64120048	\$4,053.00	\$324.24	\$0.00	\$3,728.76
KENAI	KPB88172	64120052	\$817,027.00	\$65,362.16	\$443.00	\$751,221.84
KETCHIKAN	KGB84466	64120041	\$229,990.00	\$18,399.20	\$89.00	\$211,501.80
KODIAK	KIB84128	64120045	\$181,177.00	\$14,494.16	\$32.00	\$166,650.84
KAT-BU	MA884586	64120044	\$885,858.00	\$70,868.64	\$408.00	\$814,581.36
KANCHORAGE	MUA84635	64120040	\$4,523,234.00	\$361,858.72	\$2,531.00	\$4,158,844.28
TOTALS:			\$6,877,513.00	\$550,201.04	\$3,726.00	\$6,323,585.96

mrtot



217 Second Street, Suite 200 • Juneau, Alaska 99801 • Tel (907) 586-1325, Fax (907) 463-5480

March 22, 1996

Senator John Torgerson  
Chairman, Senate CRA  
State Capitol  
Juneau, AK 99811

Dear Senator Torgerson:

On behalf of the Alaska Municipal League, thank you for scheduling HB 272 for a hearing next week. HB 272 will allow municipalities who have a motor vehicle registration tax to change their tax rate not more than once every two years.

The League supports putting responsibility for setting tax rates at the local level to be decided by the community and the people who pay the tax and benefit from the proceeds of the tax.

HB 272 will take the burden off the Legislature to change the amount of motor vehicle registration tax, which is money that goes directly to municipalities.

The League sees no conflict between HB 272 and the proposed biennial vehicle registration. Although some municipalities are likely to create rates lower than currently in statute, either the state or any municipality will have to take a biennial registration under consideration when setting rates. It is unlikely, and probably politically impossible, for a municipality to adopt rates considered onerous by their citizens.

The state provides an efficient collection system for the municipalities. The current state system to track and collect the fees could not be duplicated by any municipality. For its assistance, the state collects an 8 percent administrative fee plus any special up front costs to change rates. This bill represents a good partnership between the state and its municipalities.

Again, our thanks for bringing this before the Committee and if you have any questions regarding the League's position, please do not hesitate to call me at 586-1325.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kevin C. Ritchie', written over a white background.

Kevin C. Ritchie  
Executive Director

c:\jk\leg\96\hb272.doc

Member of 1

**SUPPORT**

of Counties

**Municipality  
of  
Anchorage**



P.O. Box 196650  
Anchorage, Alaska 99519-6650  
Telephone: (907) 343-4431  
Fax: (907) 343-4499

*Rick Mystrom, Mayor*

OFFICE OF THE MAYOR

January 23, 1996

Representative Mark Hanley  
Alaska State Legislature  
State Capitol  
Juneau, Alaska 99801

Re: House Bill 272

Dear Mark:

The Municipality of Anchorage supports your efforts through House Bill 272 to enable municipalities to set the tax rate imposed on motor vehicles within their jurisdiction.

We believe passage of this bill will help Anchorage and other Alaska communities solve one of our nagging problems.

Road and street maintenance is becoming increasingly costly in Alaska. In Anchorage these costs are borne by property taxpayers. If local government was empowered to set vehicle registration fees, some of the road maintenance costs could be borne by the users instead of the property taxpayers.

HB 272 is a positive bill that addresses a major problem facing Alaska's cities. Thank you for leadership on this important issue.

Sincerely,

Rick Mystrom  
Mayor

**MUNICIPALITY OF ANCHORAGE  
1995 LEGISLATIVE PROGRAM**

**LEGISLATIVE ISSUES**

**TITLE:       Vehicle Registration Fees Set By Local Government**

The Municipality of Anchorage supports amending existing statutes to allow Municipalities and other local governments to determine appropriate motor vehicle registration fees to meet funding needs for their localities.

Road and street maintenance is becoming increasingly costly in Alaska. In Anchorage, these costs are borne by property taxpayers. One significant example of such costs involves the over \$100,000 of general tax revenues currently applied to cover the annual cost of removing abandoned and junk vehicles. A more equitable distribution of costs would involve empowering the local community to increase vehicle registration fees in order to increase the vehicle owners' share of road and street maintenance costs.

We support legislation that would allow a more equitable taxation on motor vehicles for each community. The current statute should be amended to allow each community participating in the Motor Vehicle Registration Tax program (AS 28.10.431) to establish individual rates for vehicle taxation. These individual community rates could be established within the state computer system. The rates would continue to be based on type and age of vehicle (information which is currently obtained from the state's vehicle registration files).

A legislative change in 1993 increased the administrative fee charged by the State Division of Motor Vehicles for administration of the Motor Vehicle Registration Tax program from 5% to 8%. For Anchorage, this fee is currently about \$330,000 annually. The State Division of Motor Vehicles should be able to accommodate any additional costs generated by the proposed local government determination of appropriate motor vehicle registration fees within the 8% fee. Since the amount of the 8% fee revenues to the State could increase significantly if local governments increase the amount of the Motor Vehicle Registration Tax, the Statutes should be amended to limit the State's fee to the actual costs for administration of the program not to exceed eight percent of the amount collected.

(more)

**Vehicle Registration Fees Set By Local Government  
(Continued)**

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

\* Section 1. INTENT. It is the intent of the legislature that every community participating in the Motor Vehicle Registration Tax program shall set their own rates of taxation; that this program shall continue to be administered and collected by the State of Alaska; that the State of Alaska shall continue to return all amounts so collected, less actual collection costs not to exceed eight percent of the amount collected, to the municipality for which the money was collected.

\* Section 2. AS 28.10.431(b) is amended to read:

Section 28.10.431(b). The tax is levied upon motor vehicles subject to the license fee under AS 28.10.411 and 28.10.421 and is based upon the type and age of vehicles as determined by model year according to the schedule established by each community participating in this program. If the community does not choose to establish their own schedules, the tax will be computed based on the following schedule:

\* Section 3. AS 28.10.431(e) is amended as follows:

Section 28.10.431(e). The department shall refund money collected under this section, less the departments actuals costs of administration not to exceed eight percent of the amount collected [less eight percent as collection costs], to a municipality for which the money was collected . . . .

Contact: Gene Dusek, Budget Director  
Office of Management & Budget  
Phone: 343-4490



# MATANUSKA-SUSITNA BOROUGH

Borough Manager

350 E. Dahlia Avenue, Palmer, Alaska 99645-6488

Phone (907) 745-9689 • FAX (907) 745-0886

April 3, 1995

The Honorable Lyda Green  
Alaska State Legislature  
Rm. 423, State Capitol  
Juneau, Alaska 99801-1182

Dear Senator Green:

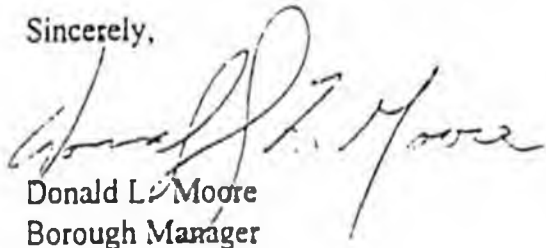
Thank you for the meeting with us recently to discuss legislative issues of interest to the borough. As we discussed at that meeting, I am providing a list of points in support of the draft legislation which would adjust the method of taxation of automobiles.

- This is not a new tax. The State of Alaska currently collects a "fee" on motor vehicles on behalf of local municipalities. Unfortunately, the fee schedule is far too low and does not allow municipalities any flexibility to adjust the schedule to their individual needs.
- The draft legislation would not increase state taxes. This legislation only allows local municipalities to raise or lower their taxes. If local governments are going to be burdened with cuts in revenue, they will need the tools to adjust local taxation programs in a manner that best meets their needs.
- State collection costs would be charged to the program. The point of registration is the most efficient manner to collect fees on motor vehicles. Under this program the state would charge its collection costs to the municipality on whose behalf the tax is collected.
- Many demands for local government services are related to roads and automobiles. The proposed legislation would allow local governments to recover some of the costs and generate revenues to provide services that relate to motor vehicles. Examples are: emergency medical and rescue services, road maintenance, and capital matching money for construction.
- Promote equity in the personal property taxation program. If the current very low vehicle tax were raised, the local municipality could generate sufficient funds to adjust or eliminate the onerous features of personal property taxation.

I hope this information is useful to you. The very restrictive personal property taxation laws in the State of Alaska have been a problem for municipalities, especially the Matanuska-Susitna Borough for a long time now. We greatly appreciate your willingness to finally craft some legislation in this regard that allows us to deal with this issue in a rational way.

Please give me a call if you require further information.

Sincerely,

A handwritten signature in cursive script, appearing to read "Donald L. Moore".

Donald L. Moore  
Borough Manager

er

cc: Jim Colberg, Assembly Member



# KENAI PENINSULA BOROUGH

144 N BINKLEY SOLDOTNA, ALASKA 99589-7599  
BUSINESS (907) 262-4441 FAX (907) 262-1892

DON GILMAN  
MAYOR

## POSITION STATEMENT - HB 272

### MUNICIPAL MOTOR VEHICLE TAX

The Kenai Peninsula Borough Assembly and administration supports House Bill 272. This bill amends Alaska Statutes by adding a new subsection to AS 28.10.431. If amended, the Statutes would provide municipalities the option of revising the tax schedule as it applies to motor vehicle taxation within their jurisdiction. Revisions could not be made more than once every two years. Payment of a one-time fee to the Department of Public Safety for implementing any changes seems fair and reasonable.

(Public Safety for implementing any changes seems fair & reasonable)  
We seek your support in passage of this legislation to allow us and other municipalities the flexibility of setting our own tax rate schedule. We appreciate your consideration of House Bill 272 and are ready to provide you with any assistance or information you may require.

Kenai Peninsula Borough

By: Don Gilman  
Don Gilman, Borough Mayor

2/7/96  
Date

By: Andrew P. Scalzi  
Andrew P. Scalzi/Assembly President

2/7/96  
Date



# City and Borough of Sitka

100 LINCOLN STREET • SITKA, ALASKA 99835

February 6, 1996

The Honorable Mark Hanley  
Alaska State House of Representatives  
FAX 465-2418  
Juneau, Alaska

Dear Representative Hanley:

At an Alaska Municipal League teleconference today, I learned HB 272 relating to Municipal Taxation of Motor Vehicles will be discussed in a House Finance Hearing tomorrow. The City and Borough of Sitka supports this bill to provide flexibility to municipalities to impose or change a motor vehicle registration tax to provide local revenues.

This bill will also provide State revenues through the 8 percent collection fee. Municipalities need assistance from the Department of Public Safety to collect the tax efficiently and enforce the payment of fees through the registration process. Although Sitka does not intend at this time to raise municipal motor vehicle tax rates, at some time in the future, this may need to happen. HB 272 will facilitate this process and provide a measure of local control for municipalities to be able to set a rate at a level acceptable in each community.

Thank you for the opportunity to comment.

Sincerely,

Gary L. Paxton  
Administrator

cc: Alaska Municipal League  
Representative Grussendorf  
Senator Taylor



217 Second Street, Suite 200 • Juneau, Alaska 99801 • Tel (907) 586-1325, Fax (907) 463-5480

February 5, 1996

Representative Mark Hanley, Chair  
House Finance Committee  
State Capitol  
Juneau, AK 99811-1182

Re: HB 272

Dear Representative Hanley,

Both the Alaska Municipal League and the Alaska Conference of Mayors jointly approved a list of legislative priorities at the 44th Annual Local Government Conference in Valdez. HB 272 was specifically approved as a piece of AML/ACoM priority legislation. The AML/ACoM represent all of the major municipalities and most of the smaller ones.

Two weeks ago the AML and ACoM affirmed this commitment to HB 272 by identifying it as one of four pieces of top priority municipal legislation presented in meetings with the Governor and Legislators.

HB 272 is a small, but important, step in giving municipalities the needed flexibility to design a system to revenue generation best suited to the needs and desires of the community. It is also a good partnership between the state and municipalities.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Kevin Ritchie', written over a horizontal line.

Kevin Ritchie  
Executive Director

C:\kevin\legcomm\296hb272.doc

**TALKING POINTS****HB 272****ALLOWS MUNICIPALITIES TO SET  
MUNICIPAL MOTOR VEHICLE TAX RATE  
BY ORDINANCE INSTEAD OF STATE STATUTE**

- This is a municipal tax collected by the Department of Public Safety for an 8% collection fee. Currently, the municipal motor vehicle tax rate is set by the statute by the legislature. The legislature has not raised the rate significantly.
- Municipalities need assistance from the Department of Public Safety to collect the tax efficiently because the Department keeps has a mechanism in place to track motor vehicles and enforce the payment of fees through the registration process.
- If a municipality raises its rate to a level acceptable in the community, both the state and the municipality receive more revenue.
- If the rate is set by each municipality, it will reduce the public perception that this is a state tax.

**Alaska Conference of Mayors/ Alaska Municipal League  
Lobbying Information**

1. Support the "Safe Communities" bill as approved by AML and ACoM as the first step in simplifying and stabilizing the revenue sharing programs until the long range financial plan is put into effect. Without this bill up to 91 small communities will dissolve and transfer their service costs back to the state over the next several years. Also, taxpayers will recognize that the state has indirectly tripled property taxes in many communities and is continuing to try to balance the state budget on the backs of local taxpayers.
2. Support making the Senior/Disabled Veteran Property Tax exemption a local option because this is 100% locally paid for. The state must give municipalities flexibility to meet community needs.
- \* 3. Support HB 272 to allow municipalities to set rates for the Municipal Vehicle Registration Tax. This municipal tax is currently set by state statute. It is collected by the Department of Public Safety less and 8% collection fee.
4. Support creating a state municipal task force to revise HB 154, the property "takings" bill. Although municipalities support private property rights, this bill is so broad that it would essentially eliminate municipal zoning, environmental protection, building regulation, etc. Further, it would set up a economic impact assessment mandate that would stop or delay economic development and community projects.