

HB

73

SFIN

FILE

SENATE FINANCE COMMITTEE REPORT

DATE: 3/8/99

FURTHER: S 3/11/99

DATE TURNED
IN TO OFFICE: 3/11/99

Finance Committee considered

CS FOR HOUSE BILL NO. 73(FIN)

"An Act relating to commercial vehicle registration fees and taxes; relating to determining the taxable location of a vehicle for purposes of municipal registration taxes; 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>[Signature]</i>	-	<i>Revised by [Signature]</i>	✓		
<i>[Signature]</i>	✓	<i>as is</i>	X		
Co-Chair: <i>[Signature]</i>	✓	Co-Chair: <i>[Signature]</i>	X		
Co-Chair: <i>[Signature]</i>		Co-Chair: _____			

NEW FISCAL NOTE(S):

Department	Date	Zero	Fiscal

PREVIOUS FISCAL NOTE(S):*

Department	Date	Zero	Fiscal
Admin	2/8/99	∅	

APPROPRIATION -- no fiscal note

*include fiscal notes accompanying Governor's bill

STATE OF ALASKA
1999 LEGISLATIVE SESSION

Version: HB 73

(H) Publish Date: 2/12/99

S: 3/11/99

Revision Date: _____
Title: An Act relating to commercial vehicle registration fees and taxes: and providing for an effective date.
Sponsor: (H) TRA
Requestor: (H) TRA

Department Affected: Administration
BRU: Motor Vehicles
Component: _____
COMPONENT SERIAL NO. 2348

Expenditures/Revenues: (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below

OPERATING EXPENDITURES	FY 2000	FY 2001	FY2002	FY 2003	FY 2004	FY 2005
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
----------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
------------------------	--	--	--	--	--	--

FUND SOURCE: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
OTHER						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY 99) cost: \$ _____

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary.) In 1998 HB 404 was passed and that bill eliminated the requirement for annual or biennial commercial trailer registration. HB 404 increased registration fees on commercial cars, trucks, and buses to compensate for the loss of the trailer registration fees. The intent of this was to be revenue neutral with the changes. This bill addresses the same issue with the Municipal Registration Tax by increasing the tax rates on large commercial vehicles to offset the loss of municipal tax revenue from the trailers.

DMV collects these taxes at time of registration and remits them to the appropriate municipality less an 8% collection cost which the state retains. There is no gain or loss of revenue since this bill merely shifts the existing tax burden from one class of vehicles to another. The tax rate changes can be accomplished by a computer table change in less than an hour.

Prepared by: Charles R. Hosack
Division: Motor Vehicles

Phone: (907) 269-5559
Date: _____

Approved by Commissioner: Robert Poe Jr.
Agency: Department of Administration

Date: 2/8/99

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February 12, 1999

Senator Jerry Ward, Chair
Senate Transportation Committee
State Capitol Room 423
Juneau, AK 99801-1182

Dear Senator Ward,

Re: SB 64 Motor Vehicle Registration Fees

Last year when HB 404 was adopted, the trucking industry representatives pledged to negotiate an agreement with municipalities to mitigate the negative impact on local registration tax revenues.

This was accomplished and the result is in SB 64. The bill has been reviewed by the affected municipalities, and SB 64 appears to mitigate the revenue loss to local taxpayers from exempting commercial trailers from registration taxes. It also appears to allow municipalities who set their own registration tax rates time to change their ordinances to reflect the agreement. The Alaska Truckers Association and other industry representatives have pledged to also support the change when it comes before borough Assemblies.

The AML Policy Statement neither supports nor opposes the subject of this bill.

Sincerely

Kevin Ritchie

Executive Director

cc AML Transportation and Utilities Subcommittee
Tim Rogers
Mike Scott
Ray Gillespie
Georgiana Zimmerele
Gary Bloomquist
Mayor Mike Navarre

ALASKA TRUCKING ASSOCIATION, INC.

3443 Minnesota Drive • Anchorage, Alaska 99503 • PHONE (907) 278-1149 • FAX (907) 274-1948

February 12, 1999

To: Senate Transportation Committee

From: Frank J. Dillon, Alaska Trucking Association, Inc.

Re: S.B. 64

S.B. 64 completes the excellent legislative work begun with the passage last year of H.B. 404. In part, H.B. 404 allowed for the elimination of having to annually register commercial trailers.

The revenue from these trailers was shifted to the commercial licensed power units, so as, to generate the same revenue to the State. The direct benefit to both the State DMV and the Industry was to eliminate more than 20,000 annual paper work transactions and the need to find and affix tags to the trailers.

At the last minute the "rule of unintended consequences" reared it's ugly head. The impact to municipalities which levy a local motor vehicle tax had been overlooked. Language was added before final passage of H.B. 404 that "sunsetted" the trailer provision in H.B. 404 as of March 30, 1999, unless a means of correcting the potential revenue loss to the municipalities was found.

S.B. 64 is that solution. S.B. 64 was agreed to after a series of meetings with representatives from cities, boroughs, the Municipal League, independent truckers, and the Teamsters.

S.B. 64 adds \$75 per year to the two heaviest weight classes of commercial trucks. This will offset the loss from the fees now paid to the municipalities from commercial trailers. S.B. 64 carries through with our intent in H.B. 404 of being revenue neutral.



Senator Jerry Ward
February 11, 1999
Page 2

Your support is greatly appreciated. If there is any additional information we may provide or if there are any questions we may answer regarding SB 64, please let me know. Again, your support in passage of this bill is greatly appreciated.

Sincerely,

TEAMSTERS LOCAL 959



Gerald L. Hood
Secretary-Treasurer

cc: Hand delivered:
Senator Drue Pearce, Vice Chairman
Senator Rick Halford
Senator Mike Miller
Senator Georgianna Lincoln



General Teamsters Local 959 State of Alaska

Affiliated with International Brotherhood of Teamsters
ANCHORAGE, ALASKA 99501 521 E. 34TH AVE. (907) 565-9100 FAX (907) 565-9299 GERALD L. HODD, Secretary-Treasurer

FAIRBANKS, ALASKA 99701 P.O. Box 70609 (907) 452-2359 FAX (907) 452-5051
JUNEAU, ALASKA 99801 306 Wilcoy Dr. (907) 586-3225 FAX (907) 586-1227
KENAI, ALASKA 99611 P.O. Box 3150 (907) 253-4498 FAX (907) 233-8030

February 11, 1999

HAND DELIVERED

Senator Jerry Ward
Transportation Committee Chair
State Capitol
Juneau, AK 99801-1182

Re: Senate Bill 64

Dear Senator Ward:

On behalf of the several hundred Teamster members employed in the transportation industry, I would like to go on record supporting SB 64. This bill is intended as a clean-up to legislation which became law last session. Unfortunately, the tax issue was not addressed in the legislation, nor were the parties able to agree last session on a fix to the problem relating to municipal motor vehicle registration tax.

The passage of the legislation last year eliminated the requirement to register commercial trailers with the Division of Motor Vehicles (DMV). It was not known until late in last year's session that the DMV also collected taxes for approximately 13 Alaska communities. Since the legislation was revenue neutral, there were communities which would have lost revenue.

During the interim, there were several meetings held to discuss a resolution to this problem. Included in these meetings were representatives from the Alaska Trucking Association, the Teamsters, impacted communities, and the Independent Trucking Association, whose participation was limited to the last two teleconferences. It was agreed by all present at the last meeting that the proposed increase of \$75.00 per year for those vehicles weighing at least 12,001 pounds or greater would adequately make up the tax revenue on the trailers.

Therefore, SB 64 will continue to eliminate the requirement for registration of commercial trailers, with the exception of a one time \$10.00 fee. It also frees up industry employees because they will no longer have to physically tag and process paperwork for the trailers.

Although this poses an additional cost to many of our members in the industry, over time we believe that it will balance the playing field and help to create a more efficient industry.





ALASKA INDEPENDENT TRUCKERS ASSOCIATION

200 W. 34TH AVENUE, SUITE 863

ANCHORAGE, ALASKA 99503

PHONE: (907)522-3402

FAX: (907)258-7536

February 27, 1999

Senator John Torgerson
State Capitol
Juneau, Alaska 99801-1182

RE: H.B. 73 & S.B. 64

Dear Senator Torgerson;

I would like to speak to you as both an independent businessman and as a member of the Board of Directors for the Alaska Independent Truckers Association. We have been reviewing the above referenced bills and are very concerned about the possible ramifications of said bills. It is our understanding that the State feels that implementing these bills will save money in administrative costs, while increasing revenue. Possibly we have misunderstood, but we are at a loss as to why the State would give up several hundreds of thousand dollars in annual income to save approximately \$100,000. Let me clarify our thoughts and concerns.

First, by making a commercial trailer fee one time for as long as the trailer does not change title, only benefits a few large corporations. To compensate for the loss of this revenue it is proposed that an increase in the registration and taxes be put on the power unit. What this essentially does is put the onus of picking up the lost revenue on the independent owner-operators. How you may ask? Well large corporations like Sealand have approximately 1,800 trailers with only approximately 25 power units. Carlile approximately 1,200 trailers, Totem approximately 1,000 trailers and LTI approximately 1,500 trailers, all with only a minimal amount of power units. If you are making \$100-\$150 per trailer annually with 1,800 trailers that is \$180,000-\$270,000 in revenue annually with would drop to \$18,000 one time until that trailer changes title. That is a tremendous loss of revenue that will need to be made up somehow. A number of the larger corporations are using independent owner-operators' power units to move their trailers. How come these owner-operators are not complaining you may ask? Well, again several of the corporations have said that they will pay for their owner-operators registration & tax if they don't oppose this bill so that it has a better chance of becoming law.

Most independent owner-operators have one power unit and one trailer, so how does this help them? However if you allow the registration fees and taxes to be increased to compensate for the loss of income it will be the thousands of independents paying for the corporations and this will have more far reaching ramifications. As the costs keep going up, there will be more and more independents and small companies that will be unable to finance the higher cost of doing business and will be forced to go out of business. Therefore that income will also be lost as those power units will no longer be registered and used. In the bigger picture, less fuel will be bought, less repair work for mechanic shops, less parts and tires bought, less insurance needed. Therefore, the whole economic community losses. That could also cause a resurgence in the unemployment rate. All for the sake of helping out a few large corporations. Sadly enough most individuals and owner-operators don't even know about H.B. 73 or S.B. 64 so that they can let our State government know how they feel.

*read by
Phillips*

If it is determined that we still need to only have a one time \$10 registration fee for trailers, possible another solution should be found to generate the lost income. For example, the State no longer has a tax or permit fee for 40 foot doubles. Maybe we should. Most States have this. Nevada charges an annual \$3,000 per year for doubles. Maybe this option should be researched. Also, maybe the State Department of Transportation should be more concerned with actually implementing and enforcing the safety program that is already on the books and would benefit that whole State instead of catering to a few large corporations. Hopefully you can help us in our concerns.

Sincerely,

Harold Ebersole
By: H.

Harold Ebersole
AITA Board Member, Trucker & Voter

March 5, 1999

Senator John Torgerson
State Capitol Bldg., Room 416
Juneau, Alaska 99801-1182

RE: H.B. 73 & S.B. 64

Dear Senator Torgerson;

With regards to the above referenced bills, we in the industry do not understand why, when DOTPF sponsored C.S.H.B. 43 that passed May 22, 1998, that some one did not see that the dollar figure was not even close to the one-time \$10 trailer fee. I would say they shot themselves in the foot and now they want the owner-operators and small business' to foot the bill. Cement trucks, wreckers, delivery trucks with no trailers, buses and pickups for commercial use are who will end up paying the price. With approximately 18,443 trailers on an average annual registration fee of \$125, that is \$2,305,375. At a one time \$10 registration fee that is \$184,430. Why give up over \$2.1 million dollars in Annual State revenue per year that is already received to benefit only a few large corporations?

Possibly the DOTPF would better spend their time in enacting the legislation and programs already on the books. The State has approximately 41,374 trucks over the 10,000-pound range, which includes pickups used for commercial purposes, approximately 18,443 trailers and approximately 2,332 buses. There are approximately 16,802 Class A, 9,992 Class B and 1,603 Class C commercial driver licenses at this time in the State of Alaska. Over the past 5-6 years we have had meetings with people from Federal DOT out of Portland and the latest was a set down with the Governor about safety and still nothing. I am sending a clipping from the Homer paper and it tells you about how the safety program and moneys spent over the past have gone. If the program were working, as they would like you to believe, those trucks would have been inspected over the years and would have been in shape.

What some of us call the FEA instead of the DOTPF office, which consists of Frank Dillion, Ed Moses and Aves Thompson, has to our observation cost the State millions of dollars in the safety program over the past years and to this date there is still no program. Oh, there is on the books, but it has not been put into practice. But that is another story. The FEA are taking care of a few and the rest of us have to pay the price.

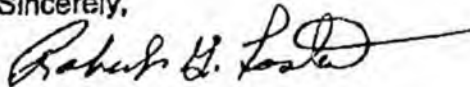
Frank Dillion would like you to believe he is the driving force in the trucking industry but remember the ATA brought him in, I believe from Hawaii. Frank

said, and let me quote him, "I work for the Board of Directors not you." At the time he said that, he was referring to the 50 to 55 independent construction truck owner-operator members of the ATA. They had been members about 4 years at that time. It was also at that time that Mr. Dillion said that "We are not spending any more time on the safety program, it is a dead issue." This is what triggered the forming of the Alaska Independent Truckers Association in January 1994.

The members of the Alaska Independent Truckers Association understand the need to raise more capital, however we cannot understand how DOTPF thinks H.B. 73 and S.B. 64 will accomplish this goal.

Thank you for your time and help in this matter. Should you have any questions, please call me at (907)522-3402.

Sincerely,



Robert G. Foster
OS Trucking
200 W. 34th Avenue, Suite 968
Anchorage, Alaska 99503

Member of the O.O.I.D.A. & A.I.T.A



General Teamsters Local 959 State of Alaska

Affiliated with International Brotherhood of Teamsters
ANCHORAGE, ALASKA 99503, 520 E. 34TH AVE. (907) 565-8122 FAX (907) 565-8265 GERALD L. HOOD, Secretary-Treasurer

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JUNEAU, ALASKA 99801, 306 Wiloughby (907) 586-3225 FAX (907) 586-1227
KENAI, ALASKA 99611, P.O. BOX 3150 (907) 283-4498 FAX (907) 283-8030

March 4, 1999

HAND DELIVERED

Senator John Torgerson, Co-Chair
Senator Sean Parnell, Co-Chair
Senate Finance Committee
State Capitol
Juneau, AK 99801-1182

Re: House Bill 73

Dear Senator Torgerson & Senator Parnell:

On behalf of the several hundred Teamster members employed in the transportation industry, I would like to go on record supporting HB 73. This bill is intended as a clean-up to HB 404 which became law last session. Unfortunately, the tax issue was not addressed in HB 404 as it related to municipal motor vehicle registration tax.

The passage of HB 404 eliminated the requirement to register commercial trailers with the Division of Motor Vehicles (DMV). It was not known until late in last year's session that the DMV also collected taxes for approximately 13 Alaska communities. Since HB 404 was revenue neutral, there were communities which would have lost revenue.

During the interim, there were several meetings held to discuss a resolution to this problem. Included in these meetings were representatives from the Alaska Trucking Association, the Teamsters, impacted communities, and the Independent Trucking Association, whose participation was limited to the last two teleconferences. It was agreed by all present at the last meeting that the proposed increase of \$75.00 per year for those vehicles weighing at least 12,001 pounds or greater would adequately make up the tax revenue on the trailers.

Therefore, HB 73 will continue to eliminate the requirement for registration of commercial trailers, with the exception of a one time \$10.00 fee. It also frees up industry employees because they will no longer have to physically tag and process paperwork for the trailers.



March 4, 1999
Page 2.

Although this poses an additional cost to many of our members in the industry, over time we believe that it will balance the playing field and help to create a more efficient industry.

Your support is greatly appreciated. If there is any additional information we may provide or if there are any questions we may answer regarding HB 73, please let me know. Again, your support in passage of this bill is greatly appreciated.

Sincerely,

TEAMSTERS LOCAL 959



Gerald L. Hood
Secretary-Treasurer

cc: Hand delivered:
Senator Dave Donley
Senator Lyda Green
Senator Pete Kelly
Senator Loren Leman
Senator Randy Phillips
Senator Gary Wilken
Senator Al Adams

MAR 5 '99 11:28 FROM ALASKA TRUCKING ASSOC

PAGE.001

ALASKA TRUCKING ASSOCIATION, INC.

3443 Minnesota Drive • Anchorage, Alaska 99503 • PHONE (907) 276-1149 • FAX (907) 274-1946

March 5, 1999

To: Senate Members

From: Frank J. Dillon, Alaska Trucking Association, Inc. (ATA has over 300 Statewide Members, of which, 60% are owner/operators or "mom and pop" operators.)

Re: CS H.B. 73

CS H.B. 73 completes the excellent legislative work that began with the passage last year of H.B. 404. In part, H.B. 404 allowed for the elimination of having to annually register commercial trailers.

The revenue from these trailers was shifted to the commercial licensed power units, so as, to generate the same registration revenue for the State. The direct benefit to the State DMV and the Industry was to eliminate more than 20,000 annual paper work transactions and the need to locate and affix tags to the individual trailers.

At the last minute the "rule of unintended consequences" reared it's ugly head. The impact to municipalities which levy a local motor vehicle tax had been overlooked. Language was added before final passage of H.B. 404 that "sunsetted" the trailer provision in H.B. 404 as of March 30, 1999, unless a means of correcting the potential revenue loss to the municipalities was found.

CS H.B. 73 is that solution. CS H.B. 73 was agreed to after a series of meetings with representatives from cities, boroughs, the Municipal League, independent truckers, and the Teamsters.

CS H.B. 73 adds \$75 per year to the two heaviest weight classes of commercial trucks. This will offset the loss from the fees now paid to the municipalities from commercial trailers. CS H.B. 73 carries through with our intent in H.B. 404 of being revenue neutral.



Alaska State Legislature

House of Representatives



Transportation Committee

SPONSOR STATEMENT

House Bill 73

"An Act relating to commercial vehicle registration fees and taxes; and providing for an effective date."

Last year, the Twentieth Legislature, Second Session, passed Senate CS for CS for House Bill No. 404(RLS). This bill raised temporary registration fees for out-of-state trucks to fund size, weight, and safety inspections statewide. This bill eliminated the requirement of annual registration of commercial trailers with DMV, saving the state \$100,000 by eliminating 20,000 yearly transactions. It also saved trucking companies the chore of hunting down hundreds of trailers statewide, on barges, or even out of state to affix registration stickers.

The House version raised fees on commercial trucks to offset the revenue lost to the state from registering trailers. However, in the final days of passage, bill critics noted that some municipalities lost tax revenues by eliminating trailer registrations. (DMV collects taxes for some municipalities when it registers vehicles.)

The bill was amended to include a 'sunset' date of March 30, 1999. This 'sunset' was to allow the trucking industry, municipalities, and DMV time to agree on a plan to replace the lost revenues or go back to yearly registration of trailers.

After several recent teleconferences and meetings, the affected parties reached certain agreements. **HB 73 meets these agreements by:**

- Making permanent the new registration fees for commercial vehicles.
- Raising the municipal tax schedule by \$75 per year on trucks over 12,000 pounds to restore lost revenue to affected municipalities.
- Tightening the 'situs' language so that trucks are registered for where they are normally used.



FEB 16 1999

217 Second Street, Suite 200 • Juneau, Alaska 99801 • Tel (907)586-1325 Fax (907)-463-5450

February 12, 1999

Representative Beverly Masek, Chair
House Transportation Committee
State Capitol Room 432
Juneau, AK 99801-1182

Dear Representative Masek,

Re: HB 73

Last year when HB 404 was adopted, the trucking industry representatives pledged to negotiate an agreement with municipalities to mitigate the negative impact on local registration tax revenues.

This was accomplished and the result is in HB 73. The bill has been reviewed by the affected municipalities, and HB 73 appears to mitigate the revenue loss to local taxpayers from exempting commercial trailers from registration taxes. It also appears to allow municipalities who set their own registration tax rates time to change their ordinances to reflect the agreement. The Alaska Truckers Association and other industry representatives have pledged to also support the change when it comes before borough Assemblies.

The AML Policy Statement neither supports nor opposes the subject of this bill.

Sincerely

Kevin Ritchie
Executive Director

cc AML Transportation and Utilities Subcommittee
Tim Rogers
Mike Scott
Ray Gillespie
Georgiana Zimmerele
Gary Bloomquist
Mayor Mike Navarre

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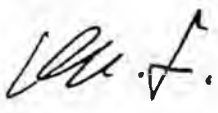
130 Seward Street, Suite 409
Juneau, Alaska 99801-2105

MEMORANDUM

February 9, 1999

SUBJECT: Sectional Summary of HB 73 (Work Order No. 21-0388VA)

TO: Representative Beverly Masek
Attn: Ted Deats

FROM: Michael F. Ford 
Legislative Counsel

You have requested a sectional summary of the above-described bill.

As a preliminary matter, note that a sectional summary of a bill should not be considered an authoritative interpretation of the bill and the bill itself is the best statement of its contents. If you would like an interpretation of the bill as it may apply to a particular set of circumstances, please advise.

Section 1. Increases biennial registration fees for commercial vehicles. Repeals a reference to trailers and semitrailers.

Section 2. Increases annual registration fees for commercial vehicles.

Section 3. Imposes a one-time registration fee of \$10 for trailers or semi-trailers.

Section 4. Increases the biennial tax imposed by municipalities on certain commercial vehicles.

Section 5. Specifies that for purposes of the municipal vehicle tax, a vehicle is taxed in the location it normally used, during the period of the vehicle's registration.

Section 6. Increases the annual tax imposed by municipalities on certain commercial vehicles.

Section 7. Adds two transition provisions. Under (a), the department is authorized to collect additional sums in those municipalities that have amended the statutory fee schedule. Under (b), municipalities that have adopted amended fee schedules can adopt new schedules without meeting the requirements of AS 28.10.431(j). New schedules must be passed after this Act takes effect and before December 1, 1999.

Section 8. Effective date.

MFF:jdr
99-056.jdr

SENATE FINANCE COMMITTEE

SIGN-IN

**SB 64-MOTOR VEHICLE REGISTRATION FEES
HB 73-MOTOR VEHICLE REGISTRATION FEES**

NAME: FRANK DILLON Subject/Bill No: SB 64/HB 73
Co./Dept./Title: AK Trucking Assoc Phone: 276 1149
Address: 3443 Mima Dr. Asheville Zip: 99503
Do you wish to testify? Yes No Respond To Questions

NAME: Juanita Hensley Subject/Bill No: HB 73/SB 64
Co./Dept./Title: Dept Admin Phone: 465-5648
Address: PO Box 1000000 Juneeau Zip: 99811
Do you wish to testify? Yes No Respond To Questions

NAME: Barbara Huff Tucker Subject/Bill No: HB/73/SB 64
Co./Dept./Title: Teamsters Phone: 565-8230
Address: 520 E 37 Zip: 99503
Do you wish to testify? Yes No Respond To Questions

NAME: _____ Subject/Bill No: _____
Co./Dept./Title: _____ Phone: _____
Address: _____ Zip: _____

NAME: _____ Subject/Bill No: HB73

Co./Dept./Title: _____ Phone: _____

Address: _____ Zip: _____

Do you wish to testify? Yes No Respond To Questions

NAME: PAUL FUAS Subject/Bill No: HB73

Co./Dept./Title: SEALAND / TOTE Phone: 723-8019

Address: BOX 20604 Zip: 99802

Do you wish to testify? Yes No Respond To Questions

NAME: _____ Subject/Bill No: _____

Co./Dept./Title: _____ Phone: _____

Address: _____ Zip: _____

Do you wish to testify? Yes No Respond To Questions

NAME: _____ Subject/Bill No: _____

Co./Dept./Title: _____ Phone: _____

Address: _____ Zip: _____

Do you wish to testify? Yes No Respond To Questions

NAME: _____ Subject/Bill No: _____

Co./Dept./Title: _____ Phone: _____

Address: _____ Zip: _____

03/11/99
09:14:42

LEGISLATIVE TELECONFERENCE NETWORK SYSTEM
PARTICIPANT LIST (ALL PARTICIPANTS)
TCN:90306 SCHEDULED FOR:03/11/99 09:00 TO 11:00
PUBLIC HEARING SENATE FINANCE

LTN1150
BY:ANC
FOR:ANC

LOCATION: ANCHORAGE

HB 73	PETER	BLANAS		TESTIFY
HB 73	CHUCK	HOSACK	DMV	TESTIFY
HB 73	CHARLES	MCKEE		TESTIFY

Eagle River

Harold Ebersole

*AK Independent
Truckers Assn*

Loren Ripple