

ALASKA LEGISLATURE COMMITTEE FILES 1993-1994 8672

7739 HOUSE • COMMUNITY & REGIONAL AFFAIRS •

Long Range

Municipal

Planning

4-14-94

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STATE OF ALASKA**

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Copies of minutes listed below were originally included in this file. The minutes are available on the legislative computer database. In order to save space copies of minutes have not been left in the files.

Mary Pagenkopf

House C & RA 4-14-94

James K. Barnett

Attorney At Law

10050 Prospect Drive
Anchorage, Alaska 99516

Phone:
(907) 346-2755

Unique · even to Alaska!

THE CITY OF WHITTIER

Gary Williams
City Manager

P O. Box 608
Whittier, Alaska 99693
(907) 472-2337 / Fax 472-2404



THE CITY OF WHITTIER
Redevelopment and Urban Design Plan
March 1994

I--Purpose of the Project

A. Answer two questions:

1. How should the City and State respond to expected impact from visitation as a result of new Whittier access?
2. Who benefits from the visitation and by how much?

B. Market Based Examination

1. Analysis of anticipated visitation tells the City who will come and how often they will return.
2. This demand analysis suggests likely scenarios for public and private investment to provide facilities to meet the demand.

C. Key Factors Affecting the Demand for Whittier Visitation

1. Whether new access is constructed.
2. Which alternative is selected.
3. Cost of access, especially whether there is a toll if a road is constructed.
4. The attractiveness of Whittier as a destination and its ability to provide amenities to meet the demand.

II--Funding of the Project; Consultants Involved

A. Funding of the Project

1. Alaska Railroad Corporation
2. Alaska Dept. of Transportation and Public Facilities
3. Alaska Dept. of Commerce and Economic Development
4. City of Whittier

B. Consultants Working on the Project

1. International Tourism and Resort Advisors (INTRA)
2. Peratrovich, Nottingham and Drage (PN&D)

3. Gary Peterson Associates, Inc.
4. Kenneth Morton Associates
5. David L. Martin, C.P.A.

III--Projected Visitation to Whittier with New Access

A. Information from Northern Economics Study for EIS

1. Current visitation over ARRC Shuttle system is about 200,000 persons per year.
2. If no new access is provided, and no new visitor facilities are constructed in the town, visitation and city population will grow only very gradually.
3. If improved rail shuttle access is provided, visitation will grow by 100,000 in the first year, and increase steadily to 539,000 in 2015. Whittier population will grow from 300 in 1997 to 440 in 2015.
4. If a new road is constructed, visitation will grow rapidly, with 900,000 visitors after the road opens, and over 1.4 million visitors by 2015. Whittier population will increase from 360 in 1997 to 1,120 in 2015.

B. Economic Opportunity from Visitation.

1. Assuming no toll, summer visitation will be larger than the number of visitors to Portage Glacier, with over 4,000 visitor parties on peak weekends.
2. A \$15 toll reduces summer visitation by one-third, as the bulk of visitors are day sightseers.
3. Annual no-toll visitation generates over \$29 million in annual visitor expenditures on lodging, transportation, tours, food and beverages, and related tourism expenses.
4. In ten years, Whittier employment will exceed 200 employees on average, with 400 employees in the summer with an annual payroll of nearly \$4 million.

IV--Achieving Projected Visitation and Economic Opportunity

A. City of Whittier Redevelopment Strategy

1. The City must adopt the suggested urban design concept plan and map as a part of its zoning and

comprehensive plan in support of a tourism-based marine-oriented lifestyle.

2. City residents must achieve consensus and commit their time and resources to the redevelopment concept.
3. The City must establish long term partnerships to implement the plan and keep the focus on redevelopment separate from daily City functions.

B. Involvement of Other Entities and Agencies

1. The City and ARRC must enter a development contract for the Core Area of Whittier. The ARRC owns or leases 50% of this area and 70% of the waterfront. Although much of this land is already committed to the proposed uses, another \$1.75 million is required to modify ARRC operations and commence new construction in this area.
2. The City must assure State support for the Whittier Access Project, to include road infrastructure within the core area. DOT/PF should minimize any toll required.
3. The Marine Highway System should construct a new ferry dock at an adjacent location as it continues to upgrade ferry operations in Prince William Sound.
4. The City must enlist support of other governmental agencies and private parties to fund dock and harbor developments to facilitate expanded day cruise and recreational boating opportunities, as well as the return of the cruise ship industry.

V--Redevelopment Concept Required to Meet Expected Visitation

A. Phase I of Redevelopment, Required Prior to New Access

1. Move Ferry Terminal to the east end of the Railroad dock (\$4.5 million).
2. Realignment and paving of major road access and support roads (\$3.1 million).
3. Expand small boat harbor and day cruise operations inland from current harbor (\$6.7 million).
4. Rehabilitate Railroad Dock and Wharf Building to accommodate cruise ships, day and ferry operations and

related commercial enterprises (\$3.3 million).

5. Provide paved and unpaved parking to support road access and peak visitation (\$1.6 million).

6. Establish boat launch ramps and dry storage for small craft and transient moorage (\$3.8 million public expenditure and \$3.7 million private investment).

7. Construct waste water treatment facility and related utilities (\$1.6 million).

8. Private investment in retail and food & beverage services (\$4.8 million).

9. Summary: \$25.0 million public investment and \$8.5 million private investment.

B. Phase II of Redevelopment, after opening of new access

1. Further retail, commercial and food & beverage services (\$2.9 million).

2. Harbor and visitor services (\$3.0 million).

3. RV and campground facilities (\$1.1 million).

4. Summary: \$ 8.5 million private investment without significant further public investment.

C. Phase III of Redevelopment, complementing harbor development with inland projects, after Phase II.

1. Expanded waste water services (\$1.3 million).

2. Commercial and retail construction (\$8.5 million).

3. Professional services (\$6.0 million).

4. Apartments and town homes (\$36.5 million).

5. Government & public recreation (\$1.5 million).

6. Single family construction (\$7.0-\$11.0 million).

7. Summary: \$1.8 million additional government and \$60.0 million or more additional private investment.

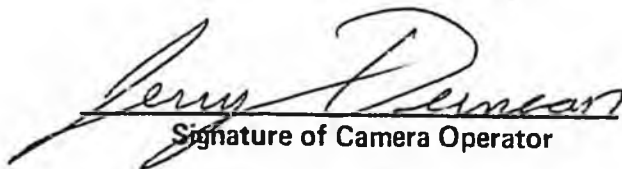
D. In conclusion, once this concept is fully implemented in ten years, about \$28.0 million of government funds invested in Whittier results in a projected \$80.0 million in private investment in the three phases of development.

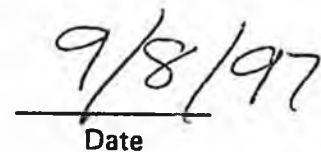


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Signature of Camera Operator


Date

HB

1



HOUSE COMMUNITY AND REGIONAL AFFAIRS

SUBJECT OF MEETING:

534B1

DATE: 2/11/93

PLACE: Rm 124

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?	WHAT SUBJECT/ WHICH BILL?
Bonnie Golden	Kenai Borough	144 N Binkley, Soldotna	99669	776-5141	262-4441	Y (N)	53
Betty J. G Lick	Kenai Borough	P.O. Box 528 Kenai	99611	283-7644		Y (N)	
John Torgerson	Kenai CAUCUS	177 N. Birch Soldotna	99669	262-6192		(Y) N	
Juanita Hensley	DPS/DMV	PO Box 20020, Juneau	99802	465-4335	465-4335	Y N	if questions
Jay Dulany	DPS/DMV	5700 E. Tudor Anch	99507		267-5559	Y N	" "
						Y N	
						Y N	
						Y N	
						Y N	
						Y N	
						Y N	



HOUSE COMMUNITY AND REGIONAL AFFAIRS

DATE: 2/23/93

PLACE: Rm. 124

SUBJECT OF MEETING:

* SSHB 1

* SJR 20

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
						Y	N	
						Y	N	
Kent Swisher	AML	217 Second St Juneau	99801		586-1325	(Y)	N	SHB 1
Russell Heath	AEL	POB 22151 Juneau	99802		963-3366	(Y)	N	HR 1
Jim Rowler	SE CONFERENCE	124 W. 5 Juneau	99801		463-5445	(Y)	N	NS 1
JEFF OTTESEN	DOTPK	3132 Channel Dr. Juneau	99801		965-6954	(Y)	N	HB 1
Juanita Hensley	DPS/DMU	PO Box 20020	99802		465-4335	Y	N	HB 1 - questions only
Janice Adair	DEC					(Y)	N	
Bruce Geraghty	DCRA	Juneau		4700		Y	N	SJR 20
LEW A. WYATT	THE BTRAK CORP.	THE BTRAK CORP. 4792 - S BUSINESS PARK BLVD. ANCHORAGE, AK 99503	99503		561-7101	(Y)	N	
SHIRLEY ALMSTRONG	Dept R. Phillips	Cap. 103			4949	Y	N	
						Y	N	

TESTIMONY BEFORE THE HOUSE COMMUNITY & REGIONAL AFFAIRS
COMMITTEE (2-23-93)

SPONSOR SUBSTITUTE TO HOUSE BILL 1
(ESTABLISHING A MOTOR VEHICLE RECYCLING FUND AND A MOTOR
VEHICLE RECYCLING REGISTRATION FEE)

MR CHAIRMAN.....MEMBERS OF THE COMMITTEE.....

MY NAME IS GAIL PHILLIPS.....REPRESENTING HOUSE DISTRICT 7.....

THE PURPOSE OF THIS LEGISLATION IS TO INCREASE THE PRESENT
ANNUAL MOTOR VEHICLE REGISTRATION FEE.....BY \$2.....AND ALLOW
THE LEGISLATURE TO APPROPRIATE THESE ADDITIONAL REVENUES INTO
A MOTOR VEHICLE RECYCLING GRANT FUND.....

THE FUND WOULD THEN BE UTILIZED TO PROVIDE GRANTS TO MUNICIPA-
LITIES TO PAY FOR THE COSTS OF TRANSPORTING ABANDONED MOTOR
VEHICLES TO RECYCLING CENTERS.....

THIS LEGISLATION IS IDENTICAL TO CSSSHB 379 (CRA).....WHICH I
SPONSORED LAST SESSION.....IT PASSED OUT OF THE FIRST COMMITTEE
OF REFERRAL WITH 4 "DO PASS" RECOMMENDATIONS AND FROM THE SECOND
COMMITTEE WITH UNANIMOUS "DO PASS" RECOMMENDATIONS.....

HOWEVER, IT DIED IN THE HOUSE FINANCE COMMITTEE UPON ADJOURNMENT.....

THE REASON I HAVE RE-INTRODUCED THIS BILL IS THAT I AM COMMITTED
TO FINDING A REASONABLE SOLUTION TO THE PREPONDERANCE OF ABANDONED
VEHICLES CLUTTERING UP OUR BEAUTIFUL STATE.....

PASSAGE OF THIS BILL WILL NOT ONLY HELP REMOVE THESE EYESORES.....
IT WILL ALSO ALLOW FOR RECYCLING AND REUSE OF THE METAL, ETC.

TESTIMONY BEFORE HOUSE COMMUNITY & REGIONAL AFFAIRS
COMMITTEE (2-23-93)

PAGE TWO
SSHOUSE BILL 1

THE BILL IS VERY SIMPLE AND WORKS IN THIS MANNER.....
EVERY YEAR WHEN YOU RENEW YOUR MOTOR VEHICLE REGISTRATION.....OR
APPLY FOR A NEW REGISTRATION.....YOU WILL BE ASSESSED AN ADDITIONAL
2 DOLLAR RECYCLING FEE FOR EACH VEHICLE.....

THE LEGISLATURE WOULD THEN HAVE THE AUTHORITY TO APPROPRIATE
THE MONEY COLLECTED INTO A SPECIAL MOTOR VEHICLE RECYCLING GRANT
FUND.....GRANTS WOULD THEN BE MADE FROM THE FUND.....BY THE
AUTHORITATIVE DEPARTMENT.....TO A MUNICIPALITY FOR THE PURPOSE
OF TRANSPORTING JUNK OR ABANDONED MOTOR VEHICLES TO RECYCLING
CENTERS.....

FOR THE COMMITTEE'S INFORMATION.....THE ALASKA STATUTES IN
TITLE 28.....DEFINE "MOTOR VEHICLES" AS.....A VEHICLE WHICH
IS SELF-PROPELLED EXCEPT FOR A VEHICLE MOVED BY HUMAN OR ANIMAL
POWER.....

WHILE PREPARING BACKUP MATERIALS FOR THIS BILL.....THE DEPARTMENT
OF PUBLIC SAFETY ADVISES ME THAT IT WILL BE MID FEBRUARY OR LATER
BEFORE THEY WILL BE ABLE TO PROVIDE UPDATED MOTOR VEHICLE
REGISTRATION FIGURES.....

THEY ANTICIPATE THAT THE TOTALS WILL HAVE INCREASED SINCE THEIR
REPORT FROM LAST YEAR.....THAT REPORT INDICATED THAT:

SGN

TESTIMONY BEFORE HOUSE COMMUNITY & REGIONAL AFFAIRS
COMMITTEE (2-23-93)

PAGE THREE
SSHOUSE BILL 1

THERE ARE CURRENTLY APPROXIMATELY 445,000 REGISTERED MOTOR VEHICLES IN ALASKA.....WHICH WOULD GENERATE ABOUT \$890,000 ANNUALLY TOWARDS THE MOTOR VEHICLE RECYCLING GRANT FUND.....

THERE WOULD BE SOME COSTS ASSOCIATED WITH ADMINISTERING THE PROGRAM.....HOWEVER, THE DEPARTMENT OF PUBLIC SAFETY INDICATED LAST YEAR THAT THESE WOULD BE MINIMAL.....PROBABLY LESS THAN 1 PERCENT OF THE REVENUES GENERATED.....

IN THE LAST 4 YEARS.....THE STATE MAINTENANCE DEPARTMENT IN ANCHORAGE INDICATED TO ME THAT THEY HAVE PICKED UP OVER 10,000 JUNK AND ABANDONED VEHICLES.....

WHEN ENACTED.....THE BILL WILL TAKE EFFECT JANUARY 1, 1994.....

I BELIEVE EACH COMMITTEE MEMBER HAS COPIES OF THE INFORMATION I'VE OUTLINED AS WELL AS 2 NEWSPAPER ARTICLES ON THIS SUBJECT THAT I THOUGHT YOU WOULD FIND OF INTEREST.....

I WOULD ALSO LIKE TO POINT OUT TO THE COMMITTEE MEMBERS THAT THE ALASKA MUNICIPAL LEAGUE HAS ALSO ENDORSED THIS CONCEPT FOR THE DISPOSAL OF ABANDONED MOTOR VEHICLES.....

MR. CHAIRMAN, I HAVE GONE OVER THE REASONS WHY THIS BILL IS NEEDED AND HOW IT WOULD OPERATE.....

THERE ARE SOME ASPECTS OF THE BILL THAT MAY NEED SOME FURTHER WORK; INCLUDING THE DESIGNATION OF THE APPROPRIATE STATE

SGN

TESTIMONY BEFORE HOUSE COMMUNITY & REGIONAL AFFAIRS
COMMITTEE (2-23-93)

PAGE FOUR
SSHOUSE BILL 1

AGENCY TO ADMINISTER THE PROGRAM.....AND THE POSSIBILILTY OF A
LEGAL DISTINCTION BETWEEN "JUNKED" AND "ABANDONED" VEHICLES.....

THEREFORE, I WOULD ASK THAT THE CHAIRMAN CONSIDER SENDING THIS
LEGISLATION TO A SUBCOMMITTEE TO WORK OUT THESE QUESTIONS.....


SGN



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

February 11, 1993

TO: Representative Harley Olberg, Chair
and
Member, House Committee on Community and Regional Affairs

FROM: Kent E. Swisher, Executive Director 

RE: SS HB 1 - Establishing a motor vehicle recycling grant fund and registration fee

The Alaska Municipal League supports SS HB 1, which would establish a grant fund to help municipalities pay the costs associated with recycling wrecked, junk, and abandoned motor vehicles. The bill also calls for the imposition of a minimal recycling registration fee to fund the program.

By a vote of its members in November 1992, the League adopted both a resolution supporting the creation of a motor vehicle recycling grant fund (Resolution 93-6, copy attached) and *Policy Statement* support. The *1993 Policy Statement* (Part I, D.4, page 10) includes the following statement:

Abandoned Motor Vehicle Fund The League supports legislation that would fund the Abandoned Motor Vehicle Fund through a \$5.00 registration fee increase for all vehicles registered in the State of Alaska and the disbursement of those funds to communities and municipalities for the disposal of abandoned motor vehicles.

Increasing numbers of abandoned vehicles and the increasing costs of disposing of such vehicles in an environmentally responsible manner and in accordance with EPA regulations have unduly burdened local governments. Imposing a minimal registration fee to provide grants to cover the costs of motor vehicle recycling will spread the burden more equitably among all vehicle owners.

The Alaska Municipal League also supports the concept of SS HB 1 as part of its overall commitment to solid waste reduction (*1993 Policy Statement*, Part VI, B.4, page 48) and urges the committee to approve the bill.

Enclosure

cc: Representative Gail Phillips

LEG933:hb1.211

Resolution of the Alaska Municipal League

Resolution No. 93-6

A RESOLUTION SUPPORTING FUNDING OF THE ABANDONED MOTOR VEHICLE FUND THROUGH A REGISTRATION FEE INCREASE FOR ALL VEHICLES AND THE DISBURSEMENT OF THOSE FUNDS FOR THE DISPOSAL OF ABANDONED MOTOR VEHICLES

WHEREAS, there are more than 400,000 vehicles now registered in the State of Alaska, and

WHEREAS, the number of wrecked, junk, and abandoned automobiles has increased dramatically in the past few years, thus placing a severe strain on local municipalities and communities and their ability to dispose of these vehicles in all parts of Alaska, and

WHEREAS, Section 28.11.080 of the Motor Vehicle Laws of Alaska provides for "disposal facilities," and

WHEREAS, Section 28.11.110 of the Motor Vehicle Laws of Alaska provides for an "abandoned motor vehicle fund" and the "disbursement of those funds to municipalities upon presentation of a voucher for payment of services rendered," and

WHEREAS, the fund has not been financed as intended by previous legislatures and provided for within the statutes, and

WHEREAS, the cost of proper disposal of these vehicles as required by the U. S. Environmental Protection Agency regulations now averages considerably more than when the law was first written, thus causing an undue burden on the resources of local governments and communities, and

WHEREAS, there has been very little attention given to the funding of an abandoned vehicle disposal program on a statewide basis;

NOW, THEREFORE, BE IT RESOLVED that the Alaska Municipal League urges the Alaska Legislature and the Governor to pass legislation to authorize an increase of \$5.00 per vehicle in the registration fee for all vehicles registered in the State of Alaska.

BILL NO: HB 1

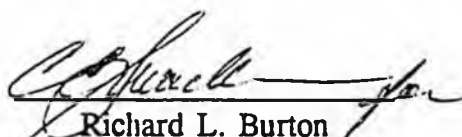
DATE: February 3, 1993

TITLE: "An Act Relating to
Motor Vehicle
Registration"

CONTACT: Juanita Hensley
Div. of Motor Vehicles
465-4361

HB 1 would amend Alaska's motor vehicle registration law by imposing a \$2.00 fee on each motor vehicle registration or registration renewal. These funds would be available to provide grants to municipalities to recycle junked or abandoned vehicles. The fee would be applied to all vehicles registered except trailers; trailers are not included because the bill addresses "motor vehicles" rather than "vehicles". Registration forms will be revised to indicate the new fee and a new revenue account will be established to identify the fees collected under this bill.

The Division registered 445,000 vehicles in 1991. 1992 registration statistics will be available after February 15, 1993 and are expected to reflect an increase over 1991 figures.


Richard L. Burton
Commissioner

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**

Resolution of the Alaska Municipal League

Resolution No. 93-6

A RESOLUTION SUPPORTING FUNDING OF THE ABANDONED MOTOR VEHICLE FUND THROUGH A REGISTRATION FEE INCREASE FOR ALL VEHICLES AND THE DISBURSEMENT OF THOSE FUNDS FOR THE DISPOSAL OF ABANDONED MOTOR VEHICLES

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WHEREAS, the number of wrecked, junk, and abandoned automobiles has increased dramatically in the past few years, thus placing a severe strain on local municipalities and communities and their ability to dispose of these vehicles in all parts of Alaska, and

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WHEREAS, Section 28.11.110 of the Motor Vehicle Laws of Alaska provides for an "abandoned motor vehicle fund" and the "disbursement of those funds to municipalities upon presentation of a voucher for payment of services rendered," and

WHEREAS, the fund has not been financed as intended by previous legislatures and provided for within the statutes, and


WHEREAS, the cost of proper disposal of these vehicles as required by the U. S. Environmental Protection Agency regulations now averages considerably more than when the law was first written, thus causing an undue burden on the resources of local governments and communities, and

WHEREAS, there has been very little attention given to the funding of an abandoned vehicle disposal program on a statewide basis;

NOW, THEREFORE, BE IT RESOLVED that the Alaska Municipal League urges the Alaska Legislature and the Governor to pass legislation to authorize an increase of \$5.00 per vehicle in the registration fee for all vehicles registered in the State of Alaska.


BE IT FURTHER RESOLVED that the revenue obtained from this increase shall be placed in the General Fund and that the legislature shall provide for the cost of the abandoned motor vehicles program.

Adopted this 13th day of November 1992 in Juneau, Alaska.



Willie Goodwin, Jr., President

ATTEST:



Kent E. Swisher, Executive Director

BILL NO: HB 1

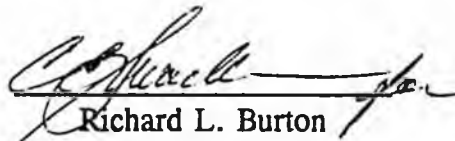
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Richard L. Burton
Commissioner

FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO: HB 1

Revision Date: _____ Dept. Affected: Public Safety
 Title: "An Act relating to motor vehicle registration" BRU: Motor Vehicles
 Component: Field Services
 Sponsor: Representative Phillips
 Requestor: Representative Phillips COMPONENT SERIAL NO. 502

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

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	7.5	7.5	7.5	7.5	7.5	7.5
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	7.5	7.5	7.5	7.5	7.5	7.5
CAPITAL	0	0	0	0	0	0
REVENUE FUND SOURCE: 1004	445.0	890.0	890.0	890.0	890.0	890.0

FUNDING: (Thousands of Dollars)

1002 Federal Receipts	0	0	0	0	0	0
1003 GF Match	0	0	0	0	0	0
1004 GF	7.5	7.5	7.5	7.5	7.5	7.5
1005 GF/Program Receipts	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
Other	0	0	0	0	0	0
TOTAL	7.5	7.5	7.5	7.5	7.5	7.5

POSITIONS:

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

Estimate of current year (FY 9): _____ pact: \$ _____

ANALYSIS: (Attach a separate page if necessary.) These funds are required for 100 hours of contract programmer time to revise all registration programs to collect the new fees and to revise all revenue reports so that the fees are correctly reported to AKSAS. This is a one-time expenditure only for the first year of the program. 1992 registration statistics will not be available until after February 15, 1993. These figures will probably show an increase over 1991 figures. This fiscal note is based on 1991 figures.

Prepared By: Charles B. Hosack Phone: 269-5559
 Division: Motor Vehicles Date: 1/8/93
 Approved by Commissioner: *[Signature]* Date: 2/1/93
 Agency: Richard J. Burton, Dept. of Public Safety

Motor
2/3/93

PREPARER TO PUBLIC SAFETY LEGISLATIVE OFFICE

For FISCAL NOTES Legislative Office

FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO. SSHB 1

Revision Date: _____ Department Affected: Environmental
 Title: Establishing a motor vehicle recycling
grant fund and registration fee Conservation
 Sponsor: Rep. G. Phillips BRU: Environmental Quality
 Requestor: Rep. G Phillips Component: Program Development

COMPONENT SERIAL NO. 1 | 8 | 2 | 0

EXPENDITURES/REVENUES:

(Thousands of Dollars)

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	0.0	0.0	0.0	0.0	0.0	0.0
TRAVEL	0.0	0.0	0.0	0.0	0.0	0.0
CONTRACTUAL	0.0	0.0	0.0	0.0	0.0	0.0
SUPPLIES	0.0	0.0	0.0	0.0	0.0	0.0
EQUIPMENT	0.0	0.0	0.0	0.0	0.0	0.0
LAND&STRUCTURES	0.0	0.0	0.0	0.0	0.0	0.0
GRANTS,CLAIMS	0.0	0.0	0.0	0.0	0.0	0.0
MISCELLANEOUS	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

REVENUE FUND SOURCE:						
-------------------------	--	--	--	--	--	--

FUNDING:

1002 FEDERAL RECEIPTS	0.0	0.0	0.0	0.0	0.0	0.0
1003 GF MATCH	0.0	0.0	0.0	0.0	0.0	0.0
1004 GF	0.0	0.0	0.0	0.0	0.0	0.0
1005 GF/PROGRAM RECPT	0.0	0.0	0.0	0.0	0.0	0.0
1006 GF/MHTIA	0.0	0.0	0.0	0.0	0.0	0.0
OTHER	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS: NONE

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year (FY93) impact: \$ NONE

ANALYSIS: (Attach a separate page if necessary.)

** See attached **

Prepared by: Glenn Miller
 Division: Environmental Quality

Phone: 465-5150
 Date: 1/26/93

Approved by Commissioner: *Glenn Miller*
 Agency: Department of Environmental Conservation

Date: 1/26/93

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

SSHB 1

Analysis

The Department of Environmental Conservation is submitting a zero fiscal note on this bill with the following understanding:

- a) The funds will be disbursed without any competitive process on the part of local governments. Any eligible organization will receive funding upon request.
- b) There will be no auditing of the recipients of the funds.
- c) Regulations will not be issued to implement this program.

The process we plan to use is outlined below:

1. Each quarter the state will distribute all of the money in the fund.
2. Local governments who wish to participate will submit a funding request on forms provided by the state similar to the one attached.
3. The state will disburse the money based on the estimated number of cars to be disposed and the cost to manage them according to a formula similar to the one proposed below.

FUND DISTRIBUTION FORMULA

N = number of cars
C = cost to manage cars
M = money paid/available
P = total of all points
A = award factor total

N_n = cars reported by city _n
C_n = cost to manage cars in city _n
M_n = \$ amount given to city _n
P_n = points for city _n
A_n = award factor for city _n

equation #1 $\frac{N}{N} + \frac{C}{C} = P_n$

equation #2 $A = \frac{\log P}{P_n}$

equation #3 $M_n = \frac{MA_n}{A}$

- The higher the value of P_n the less money received

The formula will be programmed onto spreadsheet software. Data will be entered by the DEC Information and Administrative Services division. DEC will advise the Department of Administration to send checks out using the same process we currently use to pay vendors.

JUNK CAR MANAGEMENT FUNDING SYSTEM

APPLICATION FORM

1. Local government/applicant _____
send check to this address _____

2. Number of cars you need to move at this time _____

3. Total cost to move the cars \$ _____

4. Certification;

I am _____ manager of the (City of) _____
(Borough), and to the best of my knowledge the number of cars and disposal
cost listed above are accurate. I agree to use the money for junk vehicle
recycling/disposal only. During the last grant period we recycled or disposed
of _____ cars.

Signature date

This form is good for 1 year from the date above or until a payment is made.

INTRODUCTION OF BILLS (House)

Motor Vehicle Registration
(recycling fee)

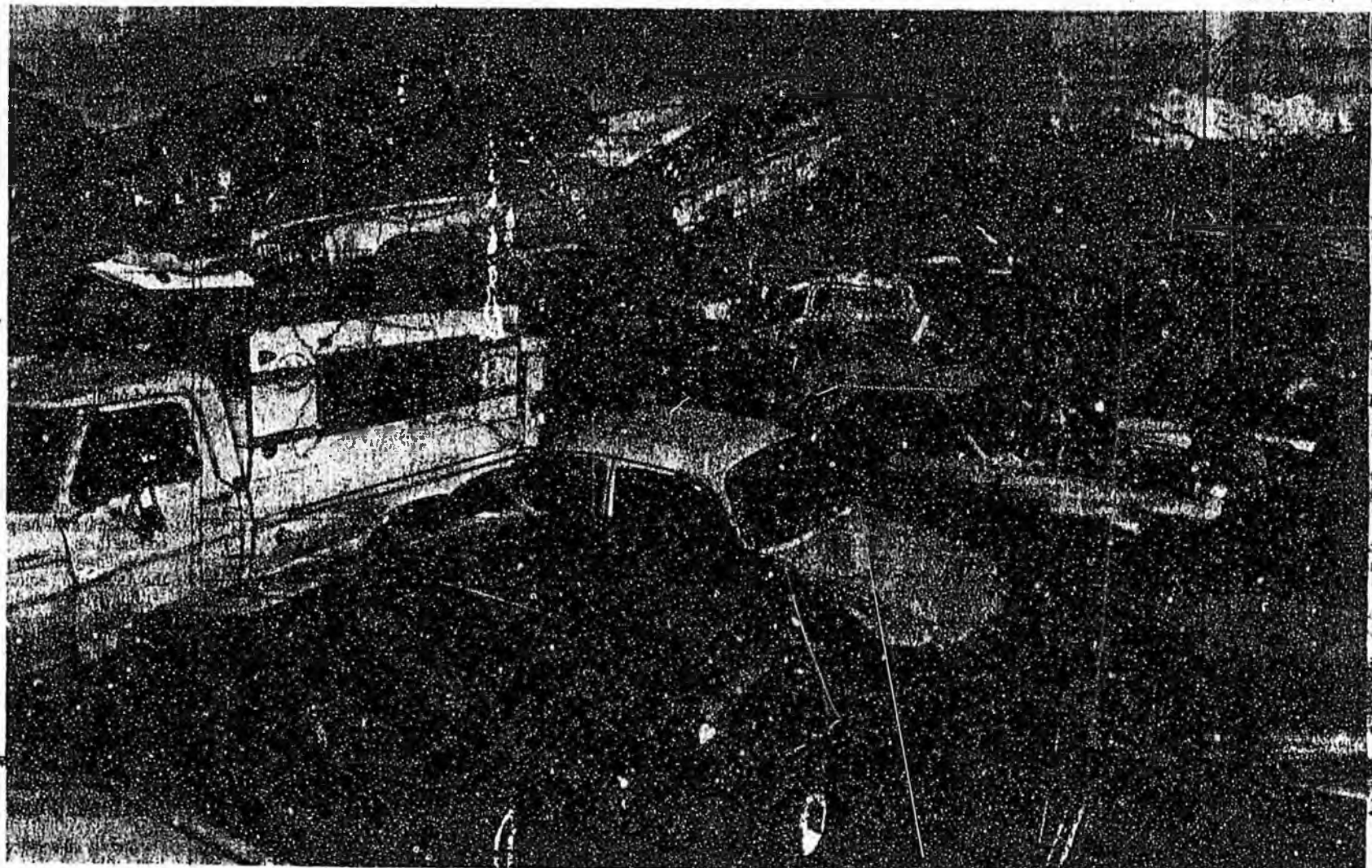
SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 1, by Rep. PHILLIPS. Seeks to impose an annual motor vehicle recycling fee of \$2 for each motor vehicle in the state upon registration or renewal of registration. The legislature will be able to appropriate money collected under this law to the motor vehicle recycling grant fund to pay the cost of transporting junk or abandoned motor vehicles to recycling centers and to the Department of Environmental Conservation to pay the cost of administering the grant program.

Establishes the motor vehicle recycling grant fund in the Department of Environmental Conservation. Subject to legislative appropriation, the department will make grants to a municipality for the purpose of transporting junk or abandoned motor vehicles to recycling centers.

If enacted, the bill becomes law January 1, 1994.

Introduced January 13, 1993 and referred to the Community and Regional Affairs Committee, the Resources Committee, and the Finance Committee.

ADDITIONAL BACKUP



Cars at E&L Auto: Increased freight costs and a dramatic drop in the prices paid for recycled metals have made it unprofitable to dispose of junkers for free. MARK KEALEY/UNION EMPIRE

Apr. 9, 1992 Jewel Empire

Junk-car problem keeps piling up

Junk-car problem keeps piling up

APR. 9, 1992 JUNEAU EMPLOYER

By ANNABEL LUND

THE JUNEAU EMPLOYER

Junked cars abandoned along roadsides, park lands and on private property are unsightly, dangerous and an expensive headache for government officials and private land-owners alike.

"It's a pretty discouraging problem. Sometimes I think people's cars break down and they just walk off and leave them for us to clean up. It's just plain irresponsibility," said Debra Purves, environmental and zoning inspector for the city-borough.

Purves is charged with disposing of the 50 or so vehicles abandoned on municipal property and state rights of way each year. It's a complicated process involving more than just calling - and paying - a wrecker to haul the junker away. She also has to track down the last registered owner, advertise her intent to impound the vehicle and try to determine who dumped the wreck to cite them for littering.

Private property owners who find abandoned vehicles on their land must dispose of the junkers.

"It can be irritating for private property owners to find out they have to pay to get rid of someone's abandoned vehicle. Anyone who owns a big parking lot - mall owners for example - can have a real

'It's a pretty discouraging problem. Sometimes I think people's cars break down and they just walk off and leave them for us to clean up. It's just plain irresponsibility.'

- Debra Purves, environmental and zoning inspector

problem. They call up to complain that a car has been abandoned in their lot and I have to tell them it's their responsibility to remove it," Purves said.

The number of abandoned vehicles on private and public property has increased since the bottom dropped out of the metals recycling market, causing businesses that had accepted junked cars for free to charge for the service, Purves said.

It costs between \$25 and \$75 to get rid of a junked vehicle at the two businesses in Juneau that accept them: E&L Auto and Channel Sanitation Corp. That's still cheaper than the \$200 fine for littering that vehicle owners may be asked to pay if Purves can catch them.

Legally, the registered owner is responsible for disposing of the car properly, no matter who may have bought the vehicle without transferring the title or who actually abandoned the car or truck, she said.

"Even if you do find the last reg-

istered owner, they'll tell you, 'Oh, I sold it to so-and-so,' or 'I gave it to so-and-so.' They pass the buck and it can be pretty aggravating. Of course, those excuses are probably true most of the time. That's why it's so important for people to follow up on the legal paperwork when they sell or give their cars away," she said.

The vehicle's last registered owner is tracked down using the vehicle identification number that may be found on a couple of places on every vehicle.

The police department's litter officer helps Purves track down the owners, but she estimates only about 5 percent are ever found.

The city-borough spends about \$4,000 to \$6,000 a year getting rid of the worst offending vehicles, but that covers only a few each month.

"They show up everywhere. It's a case of out of sight out of mind for people. There is no particular season for dumping junked cars," Purves

said.

The city-borough has received some financial help this year ridding areas of junked cars through the federally funded Abandoned and Junk Vehicle Removal Program, operated in conjunction with the state Department of Transportation and the Federal Highway Administration. The program pays for the removal of junked automobiles from private or public property within 1,000 feet of the federal highway system.

The program started last July and ends in mid-July this year.

The roadways included in the one-time program, are Egan Drive, Fritz Cove and Thane roads, North Douglas and Glacier highways, Industrial Boulevard, Mendenhall Loop and Back Loop roads. To remove a vehicle on private land under the program, the municipality must receive a written request from the property owner.

Clearing away wrecked vehicles and other trash dumped on state land is the responsibility of the state Department of Natural Resources, said Andy Pekovich, manager of the agency's Division of Land Southeast office.

Pekovich said trying to track down those responsible for abandoned vehicles can be a headache not worth the trouble.

Please turn to Cars, Page 8

Cars...

Continued from Page 1

"Every once in awhile we have to clean up junkers from the Montana Creek area. We tried to run down the owners, but it became such a big thing we finally just ended up paying to have them hauled away. It's a pain for the public to have to pay to remove someone else's junk, but it hasn't become a big problem for us yet," Pekovich said.

Increased freight costs and a dramatic drop in the prices paid for recycled metals have made it unprofitable for companies to continue to collect and dispose of junked automobiles for free.

It costs \$25 to drop off junked vehicles at Channel Corps., but it isn't that easy. The gas tank must be removed or cut open and drained by the owner; the oil, transmission fluid and battery also must be taken out before Channel will accept the car. And if Channel workers are required to ready the vehicle for crushing and shipment out of state, vehicle owners are charged \$55 an hour for the work.

The landfill receives 10 to 12 junked autos a month.

E&L Auto charges about \$75 for automobiles dropped off at their Crazy Horse Drive garage. Workers there prepare the vehicles for shipment outside. The company takes in about 50 junkers a month.

Vehicles considered hazardous to traffic are the responsibility of law enforcement agencies - the Alaska

State Troopers if they are left in trooper territory north of Brotherhood Bridge, and the Juneau Police if the vehicles are left in areas under city-borough jurisdiction.

Police Officer Mike Tagaban, who previously supervised the department's litter-enforcement efforts, said the police impound about five vehicles each month.

The state troopers remove 10 to 15 junked automobiles each year from Juneau highways, said Trooper 1st Sgt. John Clayman.

"But the state doesn't budget any money for impounding abandoned cars, so unless it's stolen or we can find the owner and make him remove it, sometimes all we can do is just push it out of traffic and into a ditch. It could end up costing us hundreds of dollars for old wrecks if we had them towed and impounded and we just don't have the funding," Clayman said.

The situation is one most Southeast communities share, said Clayman, who was stationed in Ketchikan before being transferred to Juneau.

"It's a problem everywhere in Southeast. There's just no place to put them. It's expensive and I don't know anyone who has a solution to it," he said.

The Southeast Conference, an organization composed of municipalities and chambers of commerce, is trying to develop some sort of plan to assist communities. The group last year received a \$50,000 grant from

the state Department of Environmental Conservation to identify the area's most pressing garbage problems and to look for a plan for areawide collection and cost-sharing.

Junked cars, waste oil, scrap metal, household hazardous waste, tires and batteries were cited as the most difficult products for small towns to get rid of, said Southeast Conference executive director Jim Kohler.

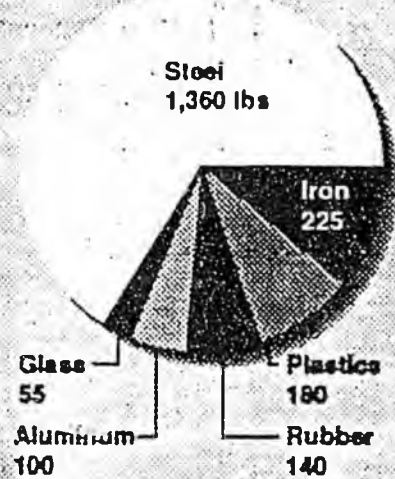
"Small communities don't generate enough material and don't have the fiscal ability to get rid of the stuff, but on a regional basis we think we can work out a system to make it cost efficient. The idea is to have communities collect and process the materials - it's called dock-side ready - and contract with a private company to collect it on a regular basis," Kohler said.

The Southeast Conference last week received an additional \$50,000 from the state for further work.

Meanwhile, Purves supports legislation sponsored by Homer Rep. Gail Phillips that would raise the state's annual vehicle registration fee by \$2 to provide money for municipalities to defray the cost of recycling junkers.

"Because the price of recycled metals has dropped so low, cities are ending up having to pay to recycle junked autos. In some places like Anchorage where they pick up 2,500 vehicles a year, it can be very expensive. This is a way to help municipalities in that recycling effort," said Judi Jordan, an aide to Phillips.

Reusing cars



Estimated amount of recyclable materials in a 2,400 lb. vehicle.

Source: Motor Vehicle Manufacturers Association

The New York Times

Germans move toward auto recycling laws

By TAMARA JONES
Los Angeles Times

BONN, Germany — Good to the last drop is a slogan that may soon apply to Mercedes and Porsches under proposed laws that would require Germans to recycle their cars.

With already overburdened dumps growing more and more toxic by the year, Germany's Environmental Ministry is pushing for regulations to hold automakers responsible for their product from showroom to scrapheap.

If approved by the various ministries and the Cabinet, the recycling law could go into effect by next spring, forcing manufacturers to take back their cars

free of charge when the vehicles are ready for that proverbial autobahn in the sky.

The reforms are considered just the first step toward sweeping legislation that could eventually affect a wide range of goods, from batteries to electronic products.

"If they know they'll have to be responsible for what they produce until the end of its so-called life cycle, then they'll already be thinking about recycling when products are in the

the back burner. We need to be thinking about a future without private cars altogether.

— Wolfgang Herl
Alliance 90-Greens Party

said Karl-Heinz Koelschbach, a spokesman at the Environmental Ministry.

Oddly enough, it is the environmental movement — not the auto industry — expressing ambivalence about the idea.

"It could lure people into thinking that cars are environmentally friendly, as long as you can recycle their parts," said Wolfgang Herl of the Alliance 90-Greens Party. "How to deal with the pollution caused by auto plants and the forest-killing emissions from driving cars could end up forgotten on the back burner."

"We need to be thinking about a future without private cars altogether," he said.

Although hearings on the car-recycling proposal are not expected to begin until late fall, no cry of alarm has been sounded yet from the country's powerful automobile industry, which has had some voluntary recycling programs in effect for years.

"We're going to have a meeting on the proposal later in the month and come up with a unified response," said Petra Mai of the Automobile Industry Association.

"What they're talking about is technically possible," she said, "but the proposal doesn't answer important questions like what condition the car must be in to be reclaimed, and how this should be administered."

The cost of recycling a car would vary, but it is expected to run at least \$500 per vehicle. Currently, the government requires Germans to have their cars examined every two years to confirm they are still roadworthy. Vehicles that fail must be taken off the road — either by sale to used-car dealers or by paying a junkyard about \$75 to \$100 to take them. Cars in Germany have an average life span of 10-12 years.

Cars would be exempted from the new laws if the cost of disposing of them exceeded the value of recycled materials, or if damage from a wreck made it too expensive or difficult to salvage.

Several manufacturers, including Volkswagen and Mercedes-Benz, already have initiated voluntary recycling programs and pilot projects to determine the most effective way to squeeze every last ounce of reusable material from a car that once would have simply landed on a junk pile.

Mercedes, which counts 10,000 separate components in a mid-class car, already uses recycled newspapers to make glove compartments and refines old brake fluid into cleansers.

About 75 percent to 80 percent of the metal parts in the average junked car already are recyclable, experts say.

The real concern, though, is what's left over after the vehicle has been shredded.

"Synthetic materials, like plastic, pose the biggest problem," Koelschbach said. Many of these materials cannot be burned or chemically destroyed because of toxins they would release, but left alone in a dump, this waste also can contaminate soil.

The amount of synthetics — valued by the industry for durability and low cost — has been steadily rising in new car production, from 2.9 percent in 1979 to 13 percent last year.

Since 1984, the industry has been required to identify each synthetic material used to make their disposal safer.

It could lure people into thinking that cars are environmentally friendly, as long as you can recycle their parts. How to deal with the pollution caused by auto plants and the forest-killing emissions from driving cars could end up forgotten on

8-LS0002J
Ford
3/16/93

CS FOR SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 1()

IN THE LEGISLATURE OF THE STATE OF ALASKA

EIGHTEENTH LEGISLATURE - FIRST SESSION

BY

Offered:
Referred:

Sponsor(s): REPRESENTATIVES PHILLIPS, Finkelstein, Nordlund

A BILL

FOR AN ACT ENTITLED

1 "An Act establishing a motor vehicle recycling grant fund and a motor vehicle
2 recycling registration fee; and providing for an effective date."

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

4 * Section 1. INTENT. It is the intent of the legislature that the additional motor vehicle
5 registration fees collected as a result of this Act shall be used to provide grants to
6 municipalities for the purpose of paying the cost of transporting motor vehicles that are at the
7 end of their useful life to recycling centers.

8 * Sec. 2. AS 28.10 is amended by adding a new section to read:

9 Sec. 28.10.425. RECYCLING REGISTRATION FEE. In addition to the other
10 fees imposed under this chapter, an annual \$2 recycling registration fee is imposed and
11 shall be collected for each motor vehicle upon registration or renewal of registration
12 of the motor vehicle. The legislature may appropriate money collected under this
13 section to the motor vehicle recycling grant fund established by AS 44.42.075 to pay
14 the cost of transporting junk or abandoned motor vehicles to recycling centers and to

1 the Department of Transportation and Public Facilities to pay the cost of administering
2 the grant program.

3 * Sec. 3. AS 44.42 is amended by adding a new section to read:

4 Sec. 44.42.075. MOTOR VEHICLE RECYCLING GRANT FUND. The
5 motor vehicle recycling grant fund is established in the Department of Transportation
6 and Public Facilities. Subject to legislative appropriation, grants shall be made by the
7 department from this fund to a municipality for the purpose of transporting junk or
8 abandoned motor vehicles to recycling centers.

9 * Sec. 4. This Act takes effect January 1, 1994.

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO: CSSSHB 1

Revision Date: 3/16/93 Dept. Affected: Public Safety
 Title: "An Act relating to motor vehicle registration" BRU: Motor Vehicles
 Sponsor: Representative Phillips Component: Field Services
 Requestor: Representative Phillips COMPONENT SERIAL NO. 502

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

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL	7.5	0	0	0	0	0
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	7.5	0	0	0	0	0
CAPITAL						
REVENUE FUND SOURCE: 1004	439.0	997.9	997.9	997.9	997.9	997.9

FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	7.5	0	0	0	0	0
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	7.5	0	0	0	0	0

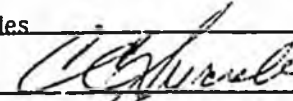
POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year (FY 93) impact: \$ _____

ANALYSIS: (Attach a separate page if necessary.)

See attached.

Prepared By: Juanita Hensley Phone: 465-4361
 Division: Motor Vehicles Date: 3/16/93
 Approved by Commissioner:  Date: 3/16/93
 Agency: Richard A. Burton, Dept. of Public Safety

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These funds are required for 100 hours of contract programmer time to revise all registration programs to collect the new fees and to revise all revenue reports so that the fees are correctly reported to AKSAS. This is a one-time expenditure only for the first year of the program.

Revenue fund source at \$2.00 per registration.

FY94 (6 months)	FY95	FY96	FY97	FY98	FY99
489.0	997.9	997.9	997.9	997.9	997.9

Revenue fund source at \$5.00 per registration.

FY94 (6 months)	FY95	FY96	FY97	FY98	FY99
1222.5	2445.0	2445.0	2445.0	2445.0	2445.0

This is based on a total of 488,937 motor vehicles registered in Alaska. These totals exclude commercial trailers, trailers, vehicles registered in the state but physically located in other states, and snowmachines.

BILL NO: CSSSHB 1

DATE: March 16, 1993

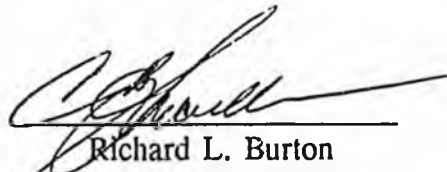
TITLE: "An Act relating to motor vehicle registration"

CONTACT: C.E. Swackhammer
Deputy Commissioner
465-4322

CSSSHB 1 would amend Alaska's motor vehicle registration law by imposing a \$2.00 fee on each motor vehicle registration or registration renewal. These funds would be available to provide grants to municipalities to recycle junked or abandoned vehicles. The fee would be applied to all vehicles registered except trailers; trailers are not included because the bill addresses "motor vehicles" rather than "vehicles". Registration forms will be revised to indicate the new fee and a new revenue account will be established to identify the fees collected under this bill.

The Division registered approximately 488,937 motor vehicles during 1992.

The Department of Public Safety supports this bill.


Richard L. Burton
Commissioner

FISCAL NOTE

Revision Date:

Title: Motor Vehicle Recycling Grant Fund & Fee

Department Affected:

DOT&PF

BRU:

E&OS Division

Sponsor: Phillips
Requestor: Olberg

Component:
Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
PERSONAL SERVICES	11.5	23.0	23.0	23.0	23.0	23.0
TRAVEL	2.0	3.5	3.5	3.5	3.5	3.5
CONTRACTUAL	8.0	16.0	16.0	16.0	16.0	16.0
SUPPLIES	1.0	2.0	2.0	2.0	2.0	2.0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING:	22.5	44.5	44.5	44.5	44.5	44.5

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

REVENUE FUND SOURCE	0	0	0	0	0	0
---------------------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

1002 FEDERAK RECEIPTS	0	0	0	0	0	0
1003 GF MATCH	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	22.5	44.5	44.5	44.5	44.5	44.5
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	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

Estimate of current year (FY93) impact: \$0

ANALYSIS: (Attach a separate page if necessary)

The bill would require initial expenditures to adopt the implementing regulations. Thereafter, the management of the grant program would require on-going coordination and outreach to numerous municipal entities. See page 2 for details.

Prepared by: Jeffery C. Ottesen

Phone: 465-2951

Division: Engineering & Operations Standards

Date: March 18, 1993

Approved by Commissioner: W.K. Ganten

Phone: 465-3901

for Frank G. Turpin

Agency: Department of Transportation and Public Facilities

Date: March 18, 1993

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FISCAL NOTE

Revision Date: Department Affected: DOT&PF
 Title: Motor Vehicle Recycling Grant Fund & Fee BRU: E&OS Division
 Sponsor: Phillips Component:
 Requestor: Olberg Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
PERSONAL SERVICES	11.5	23.0	23.0	23.0	23.0	23.0
TRAVEL	2.0	3.5	3.5	3.5	3.5	3.5
CONTRACTUAL	8.0	16.0	16.0	16.0	16.0	16.0
SUPPLIES	1.0	2.0	2.0	2.0	2.0	2.0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING:	22.5	44.5	44.5	44.5	44.5	44.5

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

REVENUE FUND SOURCE	0	0	0	0	0	0
---------------------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

1002 FEDERAK RECEIPTS	0	0	0	0	0	0
1003 GF MATCH	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	22.5	44.5	44.5	44.5	44.5	44.5
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	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

Estimate of current year (FY93) impact: \$0

ANALYSIS: (Attach a separate page if necessary)

The bill would require initial expenditures to adopt the implementing regulations. Thereafter, the management of the grant program would require on-going coordination and outreach to numerous municipal entities. See page 2 for details.

Prepared by: Jeffery C. Ottesen Phone: 465-2951
 Division: Engineering & Operations Standards Date: March 18, 1993
 Approved by Commissioner: W.K. Genken Phone: 465-3901
 FOR Frank G. Turpin
 Agency: Department of Transportation and Public Facilities Date: March 18, 1993

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**

FISCAL NOTE

Revision Date:
Title: Motor Vehicle Recycling Grant Fund & Fee

Department Affected: DOT&PF
BRU: E&OS Division

Sponsor: Phillips
Requestor: Olberg

Component:
Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
PERSONAL SERVICES	11.5	23.0	23.0	23.0	23.0	23.0
TRAVEL	2.0	3.5	3.5	3.5	3.5	3.5
CONTRACTUAL	8.0	16.0	16.0	16.0	16.0	16.0
SUPPLIES	1.0	2.0	2.0	2.0	2.0	2.0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING:	22.5	44.5	44.5	44.5	44.5	44.5

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

REVENUE FUND SOURCE	0	0	0	0	0	0
---------------------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

1002 FEDERAK RECEIPTS	0	0	0	0	0	0
1003 GF MATCH	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	22.5	44.5	44.5	44.5	44.5	44.5
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	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

Estimate of current year (FY93) impact: \$0

ANALYSIS: (Attach a separate page if necessary)

The bill would require initial expenditures to adopt the implementing regulations. Thereafter, the management of the grant program would require on-going coordination and outreach to numerous municipal entities. See page 2 for details.

Prepared by: Jeffery C. Ottesen

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Date: March 18, 1993

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FOR Frank G. Turpin

Agency: Department of Transportation and Public Facilities

Date: March 18, 1993

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ANALYSIS (cont. from page 1):

NOTE: This fiscal note assumes the per vehicle charge will be \$2 per vehicle, and that a total of 445,000 or more vehicles will be subject to the annual fee. Based on this assumption, the program will generate approximately \$890,000, of which we propose allocating approximately 5% to grant administration and oversight. If the fee were increased to \$5 per vehicle, the administrative cost could be reduced to about 3%.

The funding requested in FY 1994 is lower based upon the mid-year effective date. As the program got underway, the staff time would be used administer the grant, including soliciting then reviewing applications, discussing issues with municipal officials, and allocating grants on periodic basis during the fiscal year. We would envision two grant cycles per year, one allocated in late winter to allow municipalities to marshal their resources for a spring removal effort, and a second grant cycle in early summer, for additional efforts in later summer and early fall.

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FISCAL NOTE

Revision Date: Department Affected: DOT&PF
Title: Motor Vehicle Recycling Grant Fund & Fee BRU: E&OS Division

Sponsor: Phillips Component:
Requestor: Olberg Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
PERSONAL SERVICES	11.5	23.0	23.0	23.0	23.0	23.0
TRAVEL	2.0	3.5	3.5	3.5	3.5	3.5
CONTRACTUAL	8.0	16.0	16.0	16.0	16.0	16.0
SUPPLIES	1.0	2.0	2.0	2.0	2.0	2.0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING:	22.5	44.5	44.5	44.5	44.5	44.5

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

REVENUE FUND SOURCE	0	0	0	0	0	0
---------------------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

1002 FEDERAK RECEIPTS	0	0	0	0	0	0
1003 GF MATCH	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	22.5	44.5	44.5	44.5	44.5	44.5
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	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

Estimate of current year (FY93) impact: \$0

ANALYSIS: (Attach a separate page if necessary)

The bill would require initial expenditures to adopt the implementing regulations. Thereafter, the management of the grant program would require on-going coordination and outreach to numerous municipal entities. See page 2 for details.

Prepared by: Jeffery C. Ottesen

Phone: 465-2951

Division: Engineering & Operations Standards

Date: March 18, 1993

Approved by Commissioner: W.K. Genken

Phone: 465-3901

FOR Frank G. Turpin

Agency: Department of Transportation and Public Facilities

Date: March 18, 1993

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OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
PERSONAL SERVICES	11.5	23.0	23.0	23.0	23.0	23.0
TRAVEL	2.0	3.5	3.5	3.5	3.5	3.5
CONTRACTUAL	8.0	16.0	16.0	16.0	16.0	16.0
SUPPLIES	1.0	2.0	2.0	2.0	2.0	2.0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING:	22.5	44.5	44.5	44.5	44.5	44.5

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

REVENUE FUND SOURCE	0	0	0	0	0	0
---------------------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

1002 FEDERAK RECEIPTS	0	0	0	0	0	0
1003 GF MATCH	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	22.5	44.5	44.5	44.5	44.5	44.5
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	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

Estimate of current year (FY93) impact: \$0

ANALYSIS: (Attach a separate page if necessary)

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SUPPLIES	1.0	2.0	2.0	2.0	2.0	2.0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING:	22.5	44.5	44.5	44.5	44.5	44.5

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

REVENUE FUND SOURCE	0	0	0	0	0	0
---------------------	---	---	---	---	---	---

FUNDING: (Thousands of Dollars)

1002 FEDERAK RECEIPTS	0	0	0	0	0	0
1003 GF MATCH	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/PROGRAM RECEIPTS	22.5	44.5	44.5	44.5	44.5	44.5
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL FUNDING:	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

Estimate of current year (FY93) impact: \$0

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EQUIPMENT	0	0	0	0	0	0
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TOTAL OPERATING:	22.5	44.5	44.5	44.5	44.5	44.5

CAPITAL	0	0	0	0	0	0
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REVENUE FUND SOURCE	0	0	0	0	0	0
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POSITIONS

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HOUSE COMMITTEE REPORT

(5) Date Referred: January 11, 1993 FURTHER REFERRALS: Judiciary Finance

Date of Committee Action: 2-19-93

The COMMUNITY AND REGIONAL AFFAIRS Committee considered: HB 18

HOUSE BILL NO. 18 FEES FOR POLICE PROTECTION BY STATE

"An Act relating to police protection service areas in municipalities."

RECOMMENDATIONS:
 be replaced with C S For HB 18 (CRA) | the same title | a new title

- have attached amendments(s)
- do pass
- do not pass
- no recommendations
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept) APPROVES PREVIOUS: (Dept/Date)

fiscal impact Public Safety fiscal note(s) _____

zero fiscal note _____ zero fiscal note(s) _____

toilet
12/20/92

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
Ed Willis	<input checked="" type="checkbox"/>	DO NOT PASS in this			
Ed Willis	<input checked="" type="checkbox"/>	Form Ed Willis ^{willis}			
		Jul N Davis ^{Davis}	<input checked="" type="checkbox"/>		
		Jim Sanders ^{Sanders}		<input checked="" type="checkbox"/>	
		Audrey Ollery ^{Ollery}		<input checked="" type="checkbox"/>	
		W.K. Williams ^{Williams}		<input checked="" type="checkbox"/>	

Audrey Ollery
 CHAIRMAN'S SIGNATURE

**PRESTON
THORGRIMSON
SHIDLER
GATES & ELLIS**

ATTORNEYS AT LAW

Suite 400
420 L Street
Anchorage, AK 99501-1937

Telephone: (907) 276-1969
Facsimile: (907) 276-1365

DEPARTMENT OF PUBLIC SAFETY
COMMISSIONER'S OFFICE
Juneau, Alaska

JAN 28 1993

January 26, 1993

Richard L. Burton, Commissioner
Department of Public Safety
P.O. Box 111200
Juneau, AK 99811-1200

Re: Legislation with respect to the exercise of municipal police protection powers.

Dear Dick:

As usual, it was delightful and refreshing to see you again at the SWAMC Conference and to be able to exchange ideas and concerns with you. With regard to the problem perceived by the state of the municipal assumption of police protection, I enclose for your review Section IVB of the Final Report of the Task Force on Governmental Roles. This section of the report deals with the relationship of the state and municipalities in the area of police protection, criminal prosecution and jails.

The Task Force was formed under SCS CS HCR 17 (CRA) of the 17th Legislature. The task of the Task Force was to examine the functions of state, federal and local governments and to make recommendations as to the appropriate roles and relationships of the different levels of government with respect to the different governmental functions. The committee focused almost exclusively on the state/local relationships. Because the governor vetoed the appropriation for the Task Force, it was unable to address all the governmental functions in which there is an interface between the state and municipalities. However, it did address some of the public safety issues, and that part of the report is included. I was one of two public members appointed to the Task Force by the governor. The other members of the Task Force consisted of Senate and House members, persons appointed by the Municipal League, persons representing the executive branch and a person representing an unincorporated community in the unorganized borough.

The committee recommendation with respect to the police protection power issue is in the second paragraph on page 25 of the final report. This position was something of a compromise between the administration's position that all municipalities over a certain size should be required to provide police protection and the position of the municipalities that they should not be forced to undertake a state function they are unwilling to assume. If legislation were adopted to implement this recommendation, it would have the effect of placing squarely in the hands of the assembly of second class

January 26, 1993
Page 2

and home rule boroughs and unified municipalities the authority to establish service areas for police protection without a vote of the residents. A vote is currently required for second class boroughs and is often required under the charters of home rule boroughs and unified municipalities. The legislation would be drafted so as to remove and override all charter and statutory impediments to the formation by the local governing body of service areas for police protection purposes. Although I believe the Task Force recognized that such legislation would not, in itself, either establish or require the establishment of police protection service areas, it would remove the statutory and charter restrictions that may currently exist. I am sure that Barbara Blasco or one of her assistants in the governmental affairs section of the AG's office could provide you with legislation to implement this recommendation of the Task Force.

While most municipalities applaud the removal of restrictions on the exercise of municipal powers, the legislation discussed above might not be as universally acceptable to municipalities.

I share with most municipalities their concern for the understaffing and underbudgeting of your department and hope the legislature will see its way clear to provide you with the resources you need to serve our state.

Sincerely,

PRESTON THORGRIMSON
SHIDLER GATES & ELLIS

By:



Gerald Lee Sharp

Enclosures
1LTR194LBURTON.118

An ultimate state policy goal should be to maintain local choice without imposing unnecessary costs on the state. To this end the Task Force advocates that the administration adopt a much tougher policy line with municipalities that refuse to pay for basic public protection services. For example, the Department of Public Safety could guarantee a minimum level of trooper response, similar to that in unincorporated areas, but require a contractual arrangement with local authorities covering complete costs for state troopers to provide any higher level of response to a particular service area.

To encourage and facilitate the implementation of police protection and to generate economies of scale, the Task Force advocates a change in Title 29 to permit the assemblies of unified municipalities and home rule boroughs to establish service areas for police protection, notwithstanding charter provisions that place restrictions on the service area formation process. Authority to form service areas for police protection should also be given to general law boroughs. This would resolve the Hillside problem and prevent similar situations in other municipalities.

The state must prosecute offenses charged under state laws. The Task Force position is that areawide police and prosecution services should apply to all classes of municipalities to encourage unified delivery. If the City and Borough of Juneau with a population of 28,965 provides prosecution services, then why not Kenai Peninsula Borough (40,802), Kodiak Island Borough (15,535), or Matanuska-Susitna Borough (41,797)? Withholding Municipal Assistance, with the Department of Law determining how much it costs to prosecute certain classes of misdemeanor offenses, is a dubious idea at best and seems like a prescription for endless legal disputes.

In place of punitive legislation, the Task Force endorses an approach that would provide incentives to provide local police and prosecution services. One solution would be to make (or, actually, to reimpose) public protection as a funding category within the Revenue Sharing program and to provide funding based on the number of police officers employed, criminal caseload or other criteria. Once a municipality accepted funding from the state for police or prosecution services, that service would become a continuing local responsibility. Municipal representatives on the Task Force, however, have concerns about the state's ongoing commitment to funding such services. They point to the funding history of the Revenue Sharing program, which the legislature has chronically underfunded and would like some guaranteed level of state aid if municipalities assume additional service responsibilities.



House of Representatives

SPONSOR STATEMENT
HOUSE BILL 18

House Bill 18 addresses the need of residents statewide to insure police protection where troopers have withdrawn or areas that lack such protection. This bill authorizes residents within a borough or municipality to petition for the formation of a service area with defined boundaries for police protection. The police services would be provided by the Department of Public Safety. The department would be reimbursed for the cost of the service by the borough or municipal governments in which the service area was located. The borough would, in turn, assess the owners of property located in the service area to recover the costs of the contract service.

This bill addresses a need that is statewide. Any area of the state has the right to choose a level of protection that is needed.

Article 7 of Title 29 AS. 29.35.450 provides the following:

(a) A service area to provide special services in a borough may be established, operated, altered, or abolished by ordinance. Special services include services not provided on an areawide or nonareawide basis in the borough, or a higher or different level of service than that provided on an areawide or nonareawide basis. The borough may include a city in a service area if

- (1) the city agrees by ordinance; or
- (2) approval is granted by a majority of voters residing in the city, and by a majority of voters residing inside the boundaries of the proposed service area but outside the city.

The possibilities for police protection service areas within boroughs under HB 18 are practically limitless. Residents in any geographical location within a borough could petition for a service area, and if the majority of residents within the area voted favorably on the measure, they would get the trooper service.

Residents of a borough that already provides police protection on an area wide basis could presumably take advantage of the opportunity created by this bill, on the grounds that they wanted more or less police protection than the borough was providing. For example, a neighborhood in the Mendenhall

Valley of Juneau could petition for a service area to obtain the patrol of a state trooper to supplement municipal police service.

There is no feasible way for us to estimate the number of police service areas that might emerge around the state in response to HB 18. Any combination of residents throughout vast regions of the state might come together to petition for a service area. The level of satisfaction with existing police protection services could be probed by a comprehensive opinion survey, but a survey would not provide a reliable estimate of the number of service areas that might be formed because there are too many unknown factors involved for respondents to make a meaningful judgment.

Most residents of municipalities within boroughs that are currently without a local police department are currently served by the troopers at no cost to the residents. The exception is Wasilla, a first class city, where the troopers withdrew on the grounds that the community had an adequate property tax base to support a local police department. Wasilla would presumably be interested in the option for obtaining police protection that is presented by this bill. Other communities in the same predicament would probably also want to compare the costs and benefits of a local police force with that of trooper service through a service area.

There is always the possibility that enactment of HB 18 would create an incentive for the Department of Public Safety to hasten the process of withdrawing from areas without local police service that have property tax resources. That is, in response to budgetary belt-tightening, the department might reduce services to areas with property tax resources with the expectation of obtaining a reimbursement contract with a new service area. HB 18 would give the department the opportunity to shift the cost of services it now provides from its general fund appropriation to the beneficiaries of its services. If this were to happen, more service areas might be formed than would otherwise be the case.

Another area that should be addressed is the fiscal note accompanying this packet. The Department of Public Safety has totally ignored the statewide ramifications of this legislation, and have instead chosen to direct their fiscal note at only the Anchorage Hillside area. The department has assumed the need of 24-hour, seven day per week protection services. No area of the state has asked for this level of service, and I question if this level of service will be requested. Therefore, the fiscal note would be, in my estimation, proportionately lower as the level of services needed declines.

HB 18 would fill a gap for many communities throughout the state, I urge the passage of the legislation.

FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO: HB 18

Revision Date: _____ Dept. Affected: Public Safety
 Title: "An Act relating to police protection
service areas in municipalities." BRU: Alaska State Troopers
 Component: Detachments
 Sponsor: Representative Bunde
 Requestor: Representative Bunde COMPONENT SERIAL NO. 799

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

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	1,885.8	1,885.8	1,885.8	1,885.8	1,885.8	1,885.8
TRAVEL	72.0	72.0	72.0	72.0	72.0	72.0
CONTRACTUAL	1,165.4	633.0	633.0	633.0	633.0	633.0
SUPPLIES	68.2	68.2	68.2	68.2	68.2	68.2
EQUIPMENT	624.2	0.0	0.0	0.0	0.0	0.0
LAND & STRUCTURES	0.0	0.0	0.0	0.0	0.0	0.0
GRANTS, CLAIMS	0.0	0.0	0.0	0.0	0.0	0.0
MISCELLANEOUS	953.9	664.7	664.7	664.7	664.7	664.7
TOTAL OPERATING	4,769.5	3,323.7	3,323.7	3,323.7	3,923.7	3,323.7
CAPITAL						
REVENUE FUND SOURCE:						

FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts	4,769.5	3,323.7	3,323.7	3,323.7	3,323.7	3,323.7
1006 GF/MHTIA						
Other						
TOTAL	4,769.5	3,323.7	3,323.7	3,323.7	3,323.7	3,323.7

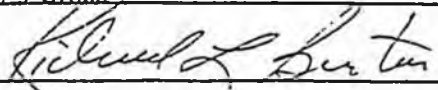
POSITIONS:

FULL-TIME	29	29	29	29	29	29
PART-TIME						
TEMPORARY						

Estimate of current year (FY 93) impact: \$ _____

ANALYSIS: (Attach a separate page if necessary.)

See attached analysis.

Prepared By: C. E. Swackhammer Phone: 465-4322
 Division: Commissioner's Office Date: 3/17/93
 Approved by Commissioner:  Date: 3/17/93
 Agency: Richard L. Burron, Dept. of Public Safety

PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE

For fun _____ Office

Assumptions

The area of Anchorage known as the Hillside (to include other areas such as Girdwood) is the home of about 40,000 citizens, a population equivalent to a small town. Prior to determining the size of the law enforcement presence, the demographics of the area must be reviewed. This area is primarily residential, with some small businesses and a small area of light manufacturing. There is one high school, one junior high school and five elementary schools. There is one bar in the area. The residential area consists of one large trailer court (400+ units), an area of primarily rental units and the majority of the population living in single family residences, in the mid to upper income level.

Suitable patrol presence on an average shift is three units, with a supervisor who is proactive and provides occasional initial response as well as backup for the three primary patrol units. Two followup investigators and three clerical positions support the patrol presence. The volume of calls in an area of this type will support the additional two dispatcher positions.

To administer a unit with twenty-two commissioned personnel and five civilians would require a First Sergeant and Lieutenant for a total of twenty-nine positions.

Costs not specifically associated with individual positions include the cost of leasing a substation (\$228.7), 911-Emergency telephone service from APD under a contract (\$60.0) and indirect management and administrative costs of 25% (\$953.9).

FIRST YEAR COSTS:

	4 x <u>Sergeant</u>	2 x <u>Invest.</u>	16 x <u>Trooper</u>	1 x <u>Lieut.</u>	1x <u>F/Sgt.</u>	1 x <u>Clerk</u>	3 x <u>Disp.</u>	2 x <u>Other*</u>	<u>Total</u>
Pers. Serv.	\$317.2	\$143.7	\$1,073.0	\$78.8	\$74.1	\$109.1	\$89.9	-	\$1,885.8
Travel	12.0	6.0	48.0	3.0	3.0	-	-	-	72.0
Contractual	35.7	17.9	251.5	15.7	15.7	4.8	3.0	821.1	1,165.4
Supplies	9.9	4.9	39.6	2.5	2.5	7.8	1.0	-	68.2
Equipment	<u>90.9</u>	<u>47.2</u>	<u>405.2</u>	<u>26.2</u>	<u>26.2</u>	<u>28.0</u>	<u>0.5</u>	<u>-</u>	<u>624.2</u>
TOTAL	\$465.7	\$219.7	\$1,817.3	\$126.2	\$121.5	\$149.7	\$94.4	\$821.1	\$3,815.6
Management and Administration Overhead @ 25%									953.9
TOTAL									<u>\$4,769.5</u>
PFT									29

* Other costs include:

Substation base (10,300 sq ft x \$1.85/per=)	\$228.7
911 Emergency Contract	60.0
Academy	<u>532.4</u>
	<u>\$821.1</u>

Investigator I
Anchorage
FY 94

PERSONAL SERVICES

Salary - Range 77, Step A, including 120 hours of overtime	\$49,987	
Benefits	<u>21,874</u>	
Total Personal Services		\$71,861

TRAVEL AND PER DIEM

Average - Training, Transfer costs, etc.		3,000
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CONTRACTUAL

Telephone/Postage, \$85 per mo	1,020	
Photo processing, \$40 per mo	480	
PSEA Physical exam, average	325	
PSEA Cloth. Allowance, \$53 per mo	636	
HWCF Vehicle - Class 116P - Yearly Operating/Replacement costs per SEF	<u>6,480</u>	
Total Contractual		8,941

SUPPLIES & MATERIALS

Initial Issue - uniforms with accessories - jacket, hats, handcuffs, etc,	1822	
Film supplies, office supplies, etc.	325	
Vehicle accessories - blanket, tire chains, snow tires, flares, etc.	<u>325</u>	
Total Supplies & Materials		2,472

EQUIPMENT

Vehicle - SEF Class 116P, (unmarked)	16,800	
Car radio with siren	3,000	
Portable radio	1,900	
Office furniture - desk, chair, etc.	1,100	
Firearms - S&W .4006 & Rem 870P	<u>782</u>	
Total Equipment		<u>23,582</u>

TOTAL COST

\$109,856

PERSONAL SERVICES

Salary - Range 76, Step A, including 120 hours of overtime	\$46,418	
Benefits	<u>20,645</u>	
Total Personal Services		\$67,063

TRAVEL AND PER DIEM

Average - Training, Transfer costs, etc.		3,000
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CONTRACTUAL

Telephone/Postage, \$85 per mo	1,020	
Photo processing, \$40 per mo	480	
PSEA Physical exam, average	325	
PSEA Clothing Allowance, \$53 per mo	636	
HWCF Vehicle - Class 115C - Yearly Operating/Replacement costs per SEF	<u>13,260</u>	
Total Contractual		15,721

SUPPLIES & MATERIALS

Initial Issue - uniforms with accessories - jacket, hats, handcuffs, etc.	1,822	
Film supplies, office supplies, etc.	325	
Vehicle accessories - blanket, tire chains, snow tires, flares, etc.	<u>325</u>	
Total Supplies & Materials		2,472

EQUIPMENT (one time cost)

Vehicle - SEF Class 115P	20,000	
Car radio	2,000	
Portable radio	1,900	
Officer furniture - (shared)	500	
Firearms - S&W .4006 & Rem 870P	<u>927</u>	
Total Equipment		<u>25,327</u>

TOTAL COST		\$113,583
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Sergeant
Anchorage
FY 94

PERSONAL SERVICES

Salary - Range 78, Step A, including 120 hours of overtime	\$55,515	
Benefits	<u>23,779</u>	
Total Personal Services		\$79,293

TRAVEL AND PER DIEM

Average - Training, Transfer costs, etc.		3,000
--	--	-------

CONTRACTUAL

Telephone/Postage, \$85 per mo	1,020	
Photo processing, \$40 per mo	480	
PSEA Physical exam, average	325	
PSEA Clothing Allowance, \$53 per mo	636	
HWCF Vehicle - Class 116P - Yearly		
Operating/Replacement costs per SEF	<u>6,480</u>	
Total Contractual		8,941

SUPPLIES & MATERIALS

Initial Issue - uniforms with accessories - jacket, hats, handcuffs, etc.	1,822	
Film supplies, office supplies, etc.	325	
Vehicle accessories - blanket, tire chains, snow tires, flares, etc.	<u>325</u>	
Total Supplies & Materials		2,472

EQUIPMENT

Vehicle - SEF Class 116P, (unmarked)	16,800	
Car radio	2,000	
Portable radio	1,900	
Officer furniture - desk, chair, etc.	1,100	
Firearms - S&W .4006 & Rem 870P	<u>927</u>	
Total Equipment		<u>22,727</u>

TOTAL COST

\$116,433

Clerk Typist III
FY 94

PERSONAL SERVICES

Salary - Clerk III - Range 8, Step A, including 120 hours of overtime	\$24,237	
Benefits	<u>12,145</u>	
Total Personal Services		\$36,382

CONTRACTUAL

Telephone/Postage, \$50 per mo	600	
Repair and maintenance on micro computer	500	
Utilities	<u>500</u>	
Total Contractual		1,600

SUPPLIES & MATERIALS

Computer paper	500	
Registration forms	1,000	
Stationary, copy machine paper, etc.	<u>1,100</u>	
Total Supplies & Materials		2,600

EQUIPMENT

Desk	500	
Chair	225	
Computer table	600	
Micro computer with printer	<u>8,000</u>	
Total Equipment		<u>9,325</u>

TOTAL COST		\$49,907
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Dispatcher II
Anchorage
FY94

PERSONAL SERVICES

Salary - Range 12. Step A, including 120 hours of overtime	\$30,803	
Benefit:	<u>14,158</u>	
Total Personal Services		\$44,961

CONTRACTUAL

Utilities	500	
Repair Maintenance of Radio Equipment	<u>1,000</u>	
Total Contractual		\$1,500

SUPPLIES AND MATERIALS

Stationery, copy machine paper, etc.		\$ 500
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EQUIPMENT

Chair		<u>\$ 225</u>
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TOTAL COST		\$47,186
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Lieutenant
Anchorage
FY 94

PERSONAL SERVICES

Salary - Range 22, Step A,	\$55,872	
Benefits	<u>22,886</u>	
Total Personal Services		\$78,758

TRAVEL AND PER DIEM

Average - Training, Transfer costs, etc.		3,000
--	--	-------

CONTRACTUAL

Telephone/Postage, \$85 per mo	1,020	
Photo processing, \$40 per mo	480	
Physical exam, average	325	
Clothing Allowance, \$53 per mo	636	
HWCF Vehicle - Class 115 - Yearly		
Operating/Replacement costs per SEF	<u>13,260</u>	
Total Contractual		15,721

SUPPLIES & MATERIALS

Initial Issue - uniforms with accessories - jacket, hats, handcuffs, etc,	1,822	
Film supplies, office supplies, etc.	325	
Vehicle accessories - blanket, tire chains, snow tires, flares, etc.	<u>325</u>	
Total Supplies & Materials		2,472

EQUIPMENT

Vehicle - SEF Class 115P	20,000	
Car radio	2,000	
Portable radio	1,900	
Officer furniture - (shared)	1,100	
Firearms - S&W .4006 & Rem 870P	<u>927</u>	
Total Equipment		26,227

TOTAL COST		\$126,173
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First Sergeant
Anchorage
FY 94

PERSONAL SERVICES

Salary - Range 21, Step A,	\$52,344	
Benefits	<u>21,741</u>	
Total Personal Services		\$74,085

TRAVEL AND PER DIEM

Average - Training, Transfer costs, etc.		3,000
--	--	-------

CONTRACTUAL

Telephone/Postage, \$85 per mo	1,020	
Photo processing, \$40 per mo	480	
Physical exam, average	325	
Clothing Allowance, \$53 per mo	636	
HWCF Vehicle - Class 115 - Yearly		
Operating/Replacement costs per SEF	<u>13,260</u>	
Total Contractual		15,721

SUPPLIES & MATERIALS

Initial Issue - uniforms with accessories - jacket, hats, handcuffs, etc,	1,822	
Film supplies, office supplies, etc.	325	
Vehicle accessories - blanket, tire chains, snow tires, flares, etc.	<u>325</u>	
Total Supplies & Materials		2,472

EQUIPMENT

Vehicle - SEF Class 115P	20,000	
Car radio	2,000	
Portable radio	1,900	
Officer furniture - (shared)	1,100	
Firearms - S&W .4006 & Rem 870P	<u>927</u>	
Total Equipment		26,227

TOTAL COST		\$121,505
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Position Title Clerk Typist III		Number of Positions 2	Range/Step 8/A	Bargaining Unit ASEA
Time Status PFT	Staff Months 12	Location Anchorage (statewide)	Election District 18	
Type of Expenditure		Amount		
1	2	3		
Salary*	24,237			
Benefits*	12,145			
Premium Pay (Included in Above)				
Other				
Total Personal Services		36,382		
Travel				
Contractual		1,600		
Commodities		2,600		
Equipment		9,325		
Other				
Total Cost		49,907		
Funding Source For Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004			
Program Receipts/GF	1005	49,907		
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS calculations.				

Justification
 These two positions will provide general clerical support for the nineteen commissioned officers assigned to Hillside duty under the contract. Duties will include typing case reports, correspondence, filing, etc.

REQUEST FOR NEW POSITION	AGENCY	Department of Public Safety	Page 11 of 18	FY 94
	BRU	Alaska State Troopers		
	COMPONENT	Criminal Investigation Bureau		
			Revised Date	

(1/92) POSITION.NEW

Position Title Investigator I		Number of Positions 1	Range/Step 77/A	Bargaining Unit PSEA
Time Status PFT	Staff Months 12	Location Anchorage (statewide)	Election District 18	
Type of Expenditure		Justification		
Amount		This position will be required to provide investigative services including follow-ups on initial Trooper contacts.		
1	2	3		
Salary*	49,987			
Benefits*	21,874			
Premium Pay (Included in Above)				
Other				
Total Personal Services		71,861		
Travel		3,000		
Contractual		8,941		
Commodities		2,472		
Equipment		23,582		
Other				
Total Cost		109,856		
Funding Source For Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004			
Program Receipts/GF	1005	109,856		
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS calculations.				

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU Alaska State Troopers
 COMPONENT Criminal Investigation Bureau

FY 94

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 Revised Date _____

(1/92) POSITION.NEW

Position Title State Trooper		Number of Positions 13	Range/Step 76/A	Bargaining Unit PSEA
Time Status PFT	Staff Months 12	Location Anchorage (statewide)	Election District 18	
Type of Expenditure		Justification		
Amount		These positions will provide general police services typical of a municipal police department (more services than are generally expected from a standard Trooper).		
1	2	3		
Salary*	46,418			
Benefits*	20,645			
Premium Pay (Included in Above)				
Other				
Total Personal Services		\$7,063		
Travel		3,000		
Contractual		15,721		
Commodities		2,472		
Equipment		25,327		
Other				
Total Cost		113,583		
Funding Source For Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004			
Program Receipts/GF	1005	113,583		
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS calculations.				

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU Alaska State Troopers
 COMPONENT Criminal Investigation Bureau

FY 94

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 Revised Date

(1/92) POSITION,NEW

Position Title Sergeant, Public Safety		Number of Positions 1	Range/Step 78/A	Bargaining Unit PSEA
Time Status PFT	Staff Months 12	Location Anchorage (statowide)		Election District 18
Type of Expenditure		Justification		
Amount		This position will act as the relief Sergeant to the Anchorage Post of 'B' Detachment that will be required when AST contracts for additional services.		
1	2	3		
Salary*	55,515			
Benefits*	23,779			
Premium Pay (Included in Above)				
Other				
Total Personal Services		79,293		
Travel		3,000		
Contractual		8,941		
Commodities		2,472		
Equipment		22,727		
Other				
Total Cost		116,433		
Funding Source For Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004			
Program Receipts/GF	1005	116,433		
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS calculations.				

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
BRU Alaska State Troopers
COMPONENT Criminal Investigation Bureau

FY 94

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Revised Date _____

(1/92) POSITION.NEW

Position Title Corporal		Number of Positions 4	Range/Step 77/A	Bargaining Unit PSEA
Time Status PFT	Staff Months 12	Location Anchorage (statewide)	Election District 18	
Type of Expenditure		Amount		
1	2	3		
Salary*	49,987			
Benefits*	21,874			
Premium Pay (Included in Above)				
Other				
Total Personal Services		71,861		
Travel		3,000		
Contractual		15,721		
Commodities		2,472		
Equipment		25,327		
Other				
Total Cost		118,381		
Funding Source For Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004			
Program Receipts/GF	1005	118,381		
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS calculations.				

Justification
 These four positions will act as both shift supervisors and providers of direct general police services as situations and work load dictates. Each will supervise three on-duty trooper positions.

**REQUEST FOR
NEW POSITION**

AGENCY Department of Public Safety
BRU Alaska State Troopers
COMPONENT Criminal Investigation Bureau

FY 94

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 Revised Date

(1/92) POSITION.NEW

Position Title Dispatcher II		Number of Positions 2	Range/Step	Bargaining Unit ASEA
Time Status PFT	Staff Months 12	Location Anchorage (statewide)	Election District 18	
Type of Expenditure		Justification		
Amount		Two additional dispatchers will be required to provide full dispatching services to the Hillside area.		
1	2	3		
Salary*	30,803			
Benefits*	14,158			
Premium Pay (Included in Above)				
Other				
Total Personal Services		44,961		
Travel				
Contractual		1,500		
Commodities		500		
Equipment		225		
Other				
Total Cost		47,186		
Funding Source For Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004			
Program Receipts/GF	1005	47,186		
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS calculations.				

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
BRU Alaska State Troopers
COMPONENT Criminal Investigation Bureau

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Revised Date

FY 94

(1/92) POSITION.NEW

Position Title Lieutenant, P.S.		Number of Positions 1	Range/Step 22/A	Bargaining Unit SU
Time Status PFT	Staff Months 12	Location Anchorage (statewide)	Election District 18	
Type of Expenditure		Justification		
		This position will provide management of the new unit to include contract compliance.		
	Amount			
-	1	2	3	
Salary*	55,872			
Benefits*	22,886			
Premium Pay (Included in Above)				
Other				
Total Personal Services		78,758		
Travel		3,000		
Contractual		15,721		
Commodities		2,472		
Equipment		26,227		
Other				
Total Cost		126,178		
Funding Source For Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004			
Program Receipts/GF	1005	126,178		
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS calculations.				

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU Alaska State Troopers
 COMPONENT Detachment

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 Revised Date

FY 94

(1/92) POSITION.NEW

Position Title First Sergeant, P.S.		Number of Positions 1	Range/Step 21/A	Bargaining Unit SU
Time Status PFT	Staff Months 12	Location Anchorage (statewide)	Election District 18	
Type of Expenditure		Justification		
1	2	3	This position will be needed to provide supervision of the shift and relief sergeants as well as the two investigators and the clerical staff.	
Salary*	52,344			
Benefits*	21,741			
Premium Pay (Included in Above)				
Other				
Total Personal Services		74,085		
Travel		3,000		
Contractual		15,721		
Commodities		2,472		
Equipment		26,227		
Other				
Total Cost		121,505		
Funding Source For Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004			
Program Receipts/GF	1005	121,505		
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS calculations.				

REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 BRU Alaska State Troopers
 COMPONENT Detachments

FY 94

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 Revised Date



House of Representatives

SECTIONAL ANALYSIS
HOUSE BILL 18

Section 1: Amends AS 29. 10. 200 by adding a new paragraph to read:
(51) AS 29.35.495 (police protection service areas)

Section 2: Amends AS 29.35 by adding a new section to article 7. Section
29.35. 495 POLICE PROTECTION SERVICE AREAS .

(a) This section allows residents of an area in a municipality to file a petition for the formation of a police protection service area. The boundaries must be described in the petition, and the additional police protection services to be provided by the Department of Public Safety in the area shall be signed by at least 10% of the voters in the proposed service area.

(b) Upon receipt of the petition the Commissioner of Public Safety has 30 days to notify the clerk of the estimated actual cost of providing the services in the proposed service area.

(c) Upon receipt of the estimated actual cost of providing the additional services in the proposed service area, the question of levying assessments to cover the estimated cost shall be placed before the voters residing in the proposed special service area during the next regular or special election held in the municipality.

(d) The governing body shall levy assessments to finance additional police protection services in the amount equal to the estimated actual cost from the Dept. of Public Safety. Payment shall be made to the commissioner by the municipality or borough.

(e) At least once every three years an election shall be held by the municipality in a police protection service area that has been formed. The Commissioner of Public Safety shall submit a revised notice of the estimated actual cost of providing the services during the next three years for inclusion. If the question is not approved by a majority of residents voting, the service area shall be dissolved 120 days after certification of the election. If the question is approved, the rate of assessments shall be adjusted by the municipality.

(f) This section applies to home rule and general law municipalities.