

ALASKA LEGISLATURE COMMITTEE FILES 1993-1994 8672

7752 HOUSE • COMMUNITY & REGIONAL AFFAIRS •

04/15/93
14:19:05

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Ms. Lucy Hope
Box 870887

Wasilla AK 99687 Tel: 376-4796

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: URGE YOU TO VOTE AGAINST HB255. THIS WOULD TAKE AWAY MY RIGHTS TO COLLECTIVE BARGAINING AS A PUBLIC EMPLOYEE.

Entered By: LIOCMAK on 4/15/93 PomID 13447 Distribution 12

MSG:
Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B LINE 1 COL 1

04/15/93
14:19:27

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Ms. Thais Thomas
Box 93003

Anchorage AK 99509 Tel: 243-1666

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: DON'T STRIPE WORKERS FROM THEIR RIGHT TO COLLECTIVE BARGIN.

Entered By: LIOCBBN on 4/15/93 PomID 13469 Distribution 7

MSG:
Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B LINE 1 COL 1

04/15/93
14:17:48

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Mr. Terrence Robbins
3442 Denali Ave.

Ketchikan

AK 99901

Tel: 225-4232

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: PLEASE DON'T STRIP ME OF MY RIGHT TO BARGAIN. VOTE AGAINST HB 255.

Entered By: LIOCROB on 4/15/93 PomID 13416 Distribution 12
MSG:

Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
14:18:03

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Mr. Terry O'Hara
Box 883

Ward Cove

AK 99928

Tel: 247-0883

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: DON'T STRIP ME OF MY RIGHT TO BARGAIN. VOTE AGAINST HB 255.

Entered By: LIOCROB on 4/15/93 PomID 13417 Distribution 12
MSG:

Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
14:16:40

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Ms Christie Willett
Box 6893

Ketchikan

AK 99901

Tel: 225-5052

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: VOTE AGAINST HB 255. DON'T STRIP US OF OUR RIGHT TO BARGAIN.

Entered By: LIOCROB on 4/15/93 PomID 13408 Distribution 12
MSG:
Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
14:16:45

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Ms Helen Lashua
Box 8936

Ketchikan

AK 99901

Tel: 225-8936

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: DON'T STRIP US OF OUR RIGHT TO BARGAIN.

Entered By: LIOCROB on 4/15/93 PomID 13411 Distribution 12
MSG:
Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
14:20:46

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Ms Judy
Box 5342

Jenkinson

Ketchikan

AK 99901

Tel: 225-5839

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: THE RIGHT TO BARGAIN ALLOWS US TO NEGOTIATE CONTRACTS IN GOOD FAITH,
MAKES THE BARGAINING PROCESS SERIOUS, AND ALLOWS US TO SETTLE NEGOTIATIONS
MORE PROMPTLY WITHOUT CONFLICT. PLEASE VOTE AGAINST HB 255. IT WAS NICE TO
MEET YOU PERSONALLY AND SEE YOU IN ACTION. PLEASE PROTECT THE RIGHTS OF PUBLIC
EMPLOYEES TO BARGAIN.

Entered By: LIOCROB on 4/15/93 PomID 13505 Distribution 13

MSG:
Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
14:21:08

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Ms. Kathy
12141 Jerome Rd.

Grabowski

Anchorage

AK 99516

Tel: 345-4620

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: DON'T TAKE AWAY FROM WORKERS THEIR RIGHT TO COLLECTIVE BARGAINING.

Entered By: LIOCLAN on 4/15/93 PomID 13551 Distribution 7

MSG:
Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
14:14:26

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Ms. Mary Murphy
4200 Rabbit Creek Rd.

Anchorage

AK 99516

Tel: 345-6664

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: I OPPOSE HB 255. I REQUEST THAT YOU VOTE AGAINST THIS BILL. IT IS
UNFAIR TO PUBLIC EMPLOYEES.

Entered By: LIOCLAN on 4/15/93 PomID 13390 Distribution 40
MSG: 50 TOTAL POMS SELECTED FOR VIEWING
Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
14:14:38

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Mr. Ned Lewis
9300 Campbell Ter.

Anchorage

AK 99515

Tel: 243-5322

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: PUBLIC EMPLOYEES SHOULD HAVE A RIGHT TO STRIKE OR HAVE BINDING
ARBITRATION.

Entered By: LIOCLAN on 4/15/93 PomID 13392 Distribution 40
MSG:
Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
08:32:11

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Mr. Jim
Box 1042

Mathewson

Valdez

AK 99686

Tel: NONE

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: PLEASE DO NOT PASS THIS BILL. VOTE NO!

Entered By: LIOCDJG on 4/14/93

PomID 13355

Distribution 7

MSG:

Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

Dallas PASS MESSAGE

04/15/93
.08:32:28

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Ms. Marge
Box 1522

France

Valdez

AK 99686

Tel: 235-5269

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: I AM AGAINST HB 255. PLEASE VOTE NO.

Entered By: LIOCDJG on 4/14/93

PcmID 13359

Distribution 7

MSG:

Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
08:31:45

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Mrs. Lynn
Box 1691

Garrison

Valdez

AK 99686

Tel: 835-4728

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: DO NOT SUPPORT HB 255.

Entered By: LIOCDJG on 4/14/93

PomID 13327

Distribution 7

MSG:

Enter Next Message PF4 Menu PF6 WasteBasket PF7 Print Messages POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
08:33:00

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Mr. Larry Garrison
Box 1691

Valdez

AK 99686

Tel: 835-4728

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: I OPPOSE HB 255. PLEASE VOTE NO.

Entered By: LIOCDJG on 4/14/93

PomID 13363

Distribution 7

MSG:

Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
08:33:19

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Ms. Barbara Jones
Box 2737

Valdez

AK 99686

Tel: 835-2182

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: I AM OPPOSE TO HB 255. PLEASE VOTE NO!

Entered By: LIOCDJG on 4/14/93 PomID 13387

Distribution 7

MSG:
Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
08:41:44

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Mr. John Bhend
8410 Majestic Dr.

Anchorage

AK 99504

Tel: 338-5722

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: I URGE YOU TO STRONGLY OPPOSE HB 255. THIS LEGISLATION IS A DIRECT
ABROGRATION OF THE INTENT OF PERA. IT DIRECTLY THREATENS AND STRIPS LOCAL
PUBLIC EMPLOYEES OF THEIR RIGHTS TO COLLECTIVELY BARGAIN.

Entered By: LIOCCRI on 4/13/93 PomID 13070
MSG: 8 TOTAL POMS SELECTED FOR VIEWING

Distribution 7

Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
08:34:23

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Ms. Brenda Martin
2616 Garnet Dr.

North Pole

AK 99705

Tel: 488-9511

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: VOTE AGAINSTS HB 255 DON'T STRIP ME OF RIGHT TO BARGAIN.

Entered By: LIOCCHR on 4/13/93

PomID 13112

Distribution 7

MSG:

Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
08:34:52

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Ms. Shannon Gackstetter
1201 Helder St.

Fairbanks

AK 99709

Tel: 474-4037

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: I WANT YOU TO VOTE AGAINST HB 255. I WISH TO RETAIN MY RIGHT TO
BARGAIN.

Entered By: LIOCMEI on 4/13/93
MSG:

PomID 13137

Distribution 7

Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
08:35:25

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Ms. Bobby Boyd
Box 58241

Fairbanks

AK 99711

Tel: 488-1594

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: VOTE AGAINST HB 255. DO NOT STRIP ME OF MY RIGHT TO BARGAIN. A LOT OF TIME AND EFFORT WAS PUT IN FOR US TO GET THIS. DON'T NULLIFY THE TIME PREVIOUSLY SPENT.

Entered By: LIOCMEL on 4/13/93
MSG:

PomID 13141

Distribution 7

Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
08:36:03

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Ms. Juliene Larson
1164 Kodiak St.

Fairbanks

AK 99709

Tel: 479-6582

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: PLEASE DON'T STRIP ME OF MY RIGHT TO BARGAIN. PLEASE VOTE AGAINST HB
255.

Entered By: LIOCCHR on 4/14/93

PomID 13179

Distribution 40

MSG:

Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM

PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
08:37:08

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Ms. Stephanie Winsor
Box 624

Bethel

AK 99559

Tel: 543-2663

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: VOTE AGAINST HB255. DON'T STRIP ME OF MY RIGHT TO BARGAIN.

Entered By: LIOCCJC on 4/14/93 PomID 13257
MSG:

Distribution 12

Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
08:52:25

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Mrs. Bertha Underwood
Box 576

Bethel

AK 99559

Tel: 543-3991

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: PLEASE VOTE AGAINST SB255. DON'T STRIP ME OF MY RIGHT TO BARGAIN.

Entered By: LIOCCJC on 4/14/93 PomID 13373 Distribution 8
MSG:

Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/15/93
08:52:52

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL

From: Mrs. Kim Rampmeyer
13250 Ridgewood Cir.

Anchorage

AK 99516

Tel: 345-5051

Bill# HB 255 Title: LOCAL EXEMPTION FROM PERA
Subject

OPPOSES THIS LEGISLATION

Message: PLEASE OPPOSE HB 255. DON'T STRIP WORKERS OF THEIR RIGHTS TO
COLLECTIVELY BARGAIN.

Entered By: LIOCCRI on 4/14/93 PomID 13265 Distribution 7
MSG:

Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1



LAWS OF ALASKA

1972

Source

Chapter No.

HB 683 am S

111

AN ACT

Relating to wages, hours and working arrangements.

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

Section 1. AS 23.10.140 is amended to read:

Sec. 23.10.140. PENALTY. An employer who violates a provision of secs. 50 - 150 of this chapter, or of any regulation or order of the commissioner issued under it, upon conviction is punishable by a fine of not less than \$100 nor more than \$2,000, or by imprisonment for not less than 10 nor more than 90 days, or by both. Each day a violation occurs constitutes a separate offense.

Sec. 2. AS 23.40 is amended by adding new sections to read:

ARTICLE 2. PUBLIC EMPLOYMENT RELATIONS ACT.

Sec. 23.40.070. DECLARATION OF POLICY. The legislature finds that joint decision making is the modern way of administering government. If public employees have been granted the right to share in the decision-making process affecting wages and working conditions, they have become more responsive and better able to exchange ideas and information on operations with their administrators. Accordingly, government is made more effective. The legislature further finds that the enactment of positive legislation establishing guidelines for public employment relations is the best way to harness and direct the energies of public employees eager to have a voice in determining their conditions of work, to provide a rational method for dealing with disputes and work stoppages, to strengthen the merit principle where civil service is in effect and to maintain a favorable political and social environment. The legislature declares that it is the public policy of the state to promote

an agreement reached if requested by either party, but these obligations do not compel either party to agree to a proposal or require the making of a concession;

(2) "election" means a proceeding conducted by the labor relations agency in which the employees in a collective bargaining unit cast a secret ballot for collective bargaining representatives, or for any other purpose specified in secs. 70 - 260 of this chapter;

(3) "labor relations agency" means the state personnel board with regard to the state and employees of the state, and means the Department of Labor with regard to all other public employees and all other public employers;

(4) "organization" means a labor or employee organization of any kind in which employees participate and which exists for the primary purpose of dealing with employers concerning grievances, labor disputes, wages, rates of pay, hours of employment and conditions of employment;

(5) "public employee" means any employee of a public employer, whether or no. in the classified service of the public employer, except elected or appointed officials or teachers or noncertificated employees of school districts;

(6) "public employer" means the state or a political subdivision of the state, including without limitation, a town, city, borough, district, board of regents, public and quasi-public corporation, housing authority or other authority established by law, and a person designated by the public employer to act in its interest in dealing with public employees;

(7) "terms and conditions of employment" means the hours of employment, the compensation and fringe benefits, and the employer's personnel policies affecting the working conditions of the employees; but does not mean the general policies describing the function and purposes of a public employer.

Sec. 23.40.260. SHORT TITLE. Secs. 70 - 260 of this chapter may be cited as the Public Employment Relations Act.

* Sec. 3. AS 09.43.010 is amended to read:

Sec. 09.43.010. ARBITRATION AGREEMENTS VALID; APPLICATION OF CHAPTER. A written agreement to submit an existing controversy to arbitration or a provision in a written contract to submit to arbitration a subsequent controversy between the parties is valid, enforceable and irrevocable, except upon grounds which exist at law or inequity for the revocation of a contract. However, this chapter does not apply to a labor-management contract unless it is incorporated into the contract by reference or its application provided for by statute.

* Sec. 4. This Act is applicable to organized boroughs and

political subdivisions of the state, home rule or otherwise, unless the legislative body of the political subdivision, by ordinance or resolution, rejects having its provisions apply.

* Sec. 5. AS 23.40.010 is repealed.

Chapter 1

1 • Sec. 11. Notwithstanding sec. 4, ch. 113, SLA 1972, a municipal school district or regional
2 educational attendance area may not reject application of AS 23.40.070 - 23.40.260 to employment
3 relations with public school employees.

4 • Sec. 12. This Act takes effect immediately under AS 01.10.070(c).

Revision Date: _____ Dept. Affected: Community & Regional Affairs
 Title: *An Act relating to application of the Public Employment Relations Act BRU: _____
 Sponsor: House State Affairs Committee Component: _____
 Requestor: Sen. Vezey COMPONENT SERIAL NO. _____

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
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						
---------	--	--	--	--	--	--

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

FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

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

Estimate of current (FY93) Impact \$ none

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Remond Hendriksen Phone: 465-4708
 Division: Administrative Services Date: 4/6/93
 Approved by Commissioner: [Signature] Deputy Commissioner Date: 4/6/93
 Agency: Community & Regional Affairs

PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE
 For further distribution information call the Governor's Legislative Office

Post-It™ brand fax transmittal memo 7671 # of pages > 2

To Joe ESN	From City Clerk
Co. ST. Legislature	Co. City of Fbx
Dept.	Phone # 459-6774
Fax # 465-3258	Fax # 459-6710

duced by: Council Member Cleworth
May 20, 1991

RESOLUTION NO. 3261, As Amended

A RESOLUTION URGING THE ALASKA STATE LEGISLATURE TO ENACT AN EXEMPTION BY POPULAR ELECTION PROVISION TO THE STATE PUBLIC EMPLOYMENT RELATIONS ACT.

WHEREAS, by resolution the City of Fairbanks exercised its exemption following the adoption of PERA, but in 1984 waived the exemption by ordinance, thus becoming the first major municipality in Alaska to fall under PERA's jurisdiction; and

WHEREAS, among its many provisions PERA provides for mandatory binding arbitration concerning wages, hours and terms and conditions of employment for Class I public employees; and

WHEREAS, binding arbitration divests a local governing body of its publicly entrusted spending power and delegates the same to an individual not elected by the people and with no fiduciary duty of loyalty and responsibility to local citizens; and


WHEREAS, this divestiture effectively removes the voice of the people over how their tax dollars are to be spent in the public domain; and

WHEREAS, the cost of local government must be controlled by those who pay for it; and

WHEREAS, an exemption by popular election amendment to PERA can restore to local citizens their constitutional entitlement of maximum local self government and the assurance that all local government powers will remain vested in those charged with the public trust.

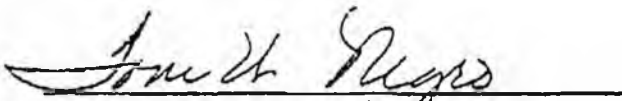
NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAIRBANKS, ALASKA, that the Alaska State Legislature be and hereby is urged to enact a bill providing for clarification of the municipal exemption and address a popular election provision to the state Public Employment Relations Act (PERA). A municipal exemption by popular election provision should include, but not be necessarily limited to, express statutory language to provide for a popular election to determine whether municipalities under the jurisdiction of PERA shall remain subject to its provisions. Copies of this resolution shall be forwarded by the city clerk to all legislators and the governor.

PASSED AND APPROVED this 20th day of May, 1991.



WAYNE S. NELSON, Mayor

ATTEST:



TONI W. NIGRO, City Clerk

Revision Date: 1/25/94

Dept. Affected: Community & Regional Affairs

Title: "An Act relating to application of the Public
Employment Relations Act"

BRU: _____
Component: _____

Sponsor: House State Affairs Committee

Requestor: House C&RA

COMPONENT SERIAL NO. _____

Expenditures/Revenues:

(Thousands of Dollars)

OPERATING	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00
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	0.0	0.0	0.0	0.0	0.0	0.0
----------------	------------	------------	------------	------------	------------	------------

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

FUNDING:

(Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

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

Estimate of current (FY93) Impact \$ none

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Remond Henderson Director Phone: 465-4708
 Division: Administrative Services Date: 1/25/94
 Approved by Commissioner: [Signature] Deputy Commissioner Date: 1/25/94
 Agency: Community & Regional Affairs

PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE
 For further distribution information call the Governor's Legislative Office

HOUSE COMMITTEE REPORT

(7)

Date Referred: January 14, 1994

FURTHER REFERRALS:

State Affairs
Finance

Date of Committee Action: CARA

The COMMUNITY AND REGIONAL AFFAIRS Committee considered:

SSHB 255

SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 255

LOCAL EXEMPTION FROM PERA

"An Act relating to application of the Public Employment Relations Act to municipalities and other political subdivisions."

RECOMMENDATIONS:

be replaced with _____ the same title

have attached amendments(s) a new title

do pass

do not pass

no recommendations

individual recommendations

additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(s): (Dept) _____

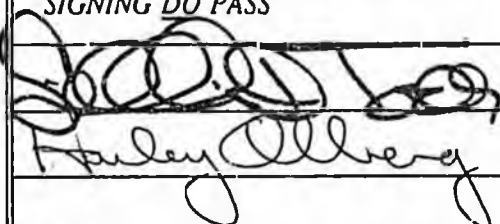
APPROVES PREVIOUS: (Dept/Date) _____

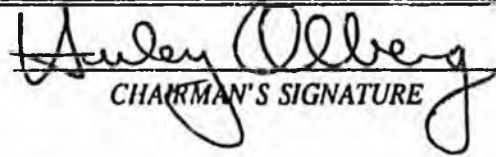
fiscal impact _____

fiscal note(s) _____

zero fiscal note CARA

zero fiscal note(s) _____

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
	✓	Jerry Sanders		✓	
	✓	Con Bruce		✓	
		if Willis	✓		
		W.K. Williams	✓		
		John Thomas	✓		


CHAIRMAN'S SIGNATURE

H B

2 5 9

(7)

Date Referred: March 26, 1993

FURTHER REFERRALS:

Resources
Finance

Date of Committee Action: 2-8-94

The COMMUNITY AND REGIONAL AFFAIRS Committee considered:

HB 259

HOUSE BILL NO. 259

GENERAL GRANT LAND ENTITLEMENT

"An Act relating to general grant land entitlements for certain boroughs and unified municipalities; and providing for an effective date."

RECOMMENDATIONS:

be replaced with _____

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 _____

fiscal note(s) _____

zero fiscal note _____

zero fiscal note(s) _____

SIGNING <u>DO PASS</u>	DP	<u>OTHER RECOMMENDATIONS</u>	DNP	NR	AM
<i>Tom Brendo</i>	<input checked="" type="checkbox"/>	<i>Jimmy Sanders</i>		<input checked="" type="checkbox"/>	
<i>Julia D. Tooke</i>	<input checked="" type="checkbox"/>	<i>John N. E. Jones</i>		<input checked="" type="checkbox"/>	
		<i>Ed Willis</i>		<input checked="" type="checkbox"/>	
		<i>W. K. T. William</i>		<input checked="" type="checkbox"/>	
		<i>Harley Olvera</i>		<input checked="" type="checkbox"/>	

Harley Olvera
CHAIRMAN'S SIGNATURE

Testimony
Commissioner Blatchford
House Community Regional Affairs Committee
February 10, 1994

For the record, my name is Edgar Blatchford. I serve as Commissioner of the Department of Community & Regional Affairs, at the pleasure of the Governor. Thank you for this opportunity to appear before you and for allowing me this moment to summarize some of my thoughts regarding recent developments within the department, specifically, within the Division of Energy.

On May 13 of last year, very near the end of the first session of the 18th Legislature, HCS CSSB 126, passed both houses and was transmitted to the Governor for signature. This legislation directed the "dismantling" of the former Alaska Energy Authority ("AEA") and reconstructed the general functions of it within the DCRA. Through the transition process, this operation has been brought aboard as a full division, equal in standing to the other three divisions within the department. As such, the highest ranking employee of the division is a director level.

Enabling legislation was fairly general with little expressed legislative intent, other than future operations be "in-line" with existing administrative functions, as opposed to quasi-autonomous or autonomous, as had AEA been in the past decade. Also, it was the expressed intent of the legislature, as well as a tenant of the this

administration, that appropriate functions of the division able to be contracted out, should be contracted out. Clearly, this implies, and I fully support, an added element of scrutiny over projects under contract. As a member of the board of directors for AEA, AIDEA and the Alaska Housing Finance Corporation, I am well aware of the responsibility incumbent upon me as a representative of the public finances, especially in matters of contract and procurement.

The first and foremost priority in the transition process called for full integration of the new division into the department as a whole. To this end, physical relocation of former AEA offices into the departments' Anchorage office was a priority. Secondly, design of an operating organization structure was critical. Throughout the process, I insisted that there be "no interruption of services to rural Alaska." During this period, I was fully involved in activity of the RAVEN Commission, responding to the needs of the rural bulk fuel issue and overall operations of the department. Deputy Commissioner Geraghty was assigned to work with the new division director to develop firm timelines to accomplish our goals.

It was my intention to produce a division that could withstand the budget scrutiny of the legislature during the FY 95 session and as such, an eye to downsizing, while retaining all relevant aspects of the division's responsibility was essential. Once the operation is up and fully functioning, following relocation, I will review operations and determine if this goal was met. Should the division be in need of additional personnel or require modifications to the proposed FY 95

budget, I would express such concerns with the director and/or the legislature to make necessary adjustments.

Recent developments within the division, specifically by the former division director, have forced this issue prematurely. I cannot, and will not, tolerate departure from standard operating procedures when dealing with the legislative body. Direct communications by any of my directors, petitioning or bargaining with members of the legislature for particular budget increments or increases in personnel are outside such normal operating bounds. Each of you have staffs, entrusted with specific duties and responsibilities. Departure from agreed upon conditions, direct negotiations with other legislators, possibly compromising your integrity or neutrality, would similarly mandate immediate action. Within state government there are approximately 150 director level positions. Just imagine the chaos and confusion if each were released to negotiate particular "deals" with the legislative body. I cannot accept this and experienced staff recognize this is not permissible without the expressed consent of their commissioner. This flare up within my department would be but a mere flame in a firestorm of political chaos.

I asked for Mr. Harris's resignation based upon this, and this alone. I respect Mr. Harris's professional integrity and fully support him in his future endeavors. I did not ask, nor did I accept, Ms. Linda Thomas's resignation and her departure is indeed unfortunate.

I wish her the very best in her future endeavors and can only give her the highest of professional respect.

Although the downsizing within the Division of Energy has been met with severe criticism, I withhold comment on whether or not "we have cut too close to the bone." Physical relocation is complete, computer link up is well under way and I will be reviewing operations to determine, if as Mr. Harris reports, more staff are needed. Should I concur with this recommendation, I will address it at that time. If budgets permit, I will accomplish it within the current budget and upon the approval of the Governor's office for authority to hire under the current freeze. Should such a change require legislative approval or modification of the proposed FY 95 budget, you will be apprised of my request at that time.

I understand the budget dilemmas before the legislature. This will not be an easy year for any of us or for any other agency. Cuts to programs will impact all Alaskans in one fashion or another. The frustration expressed by cuts within the staff of the Division of Energy, or by yourselves, will be revisited by all of us should operating budgets be reduced.

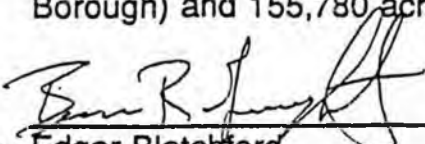
I stand by my decisions. I serve at the pleasure of the Governor and unless directed otherwise, will continue to operate my department in a manner consistent with the Governor's expressed directive to strengthen local economies, strengthen local governments and improve fiscal accountability.

I welcome the legislature's interest in my department's operations. I pledge to work closely with the Legislative Budget & Audit Committee review of the Division of Energy operations. If there is anything I can do to assist your staff in this endeavor, please let me know. I look forward to working with your committee as we proceed to review proposed FY 95 budgets and with individual members to bring resolution to issues within your respective districts.

Thank you.

#

In summary, the Department does not consider the Lake and Peninsula Borough's entitlement of 34,000 acres, under the existing statute, to be equitable. By comparison, two other boroughs similar in area to the Lake and Peninsula Borough have entitlements of 355,210 acres (Matanuska-Susitna Borough) and 155,780 acres (Kenai Peninsula Borough).

For 
Edgar Blatchford
Commissioner

~~3~~ 4/2/93
Date

Revision Date: 1/31/94 Dept. Affected: Community & Regional Affairs
 Title: "An Act relating to general grant land entitlements" BRU: _____
 Component: _____
 Sponsor: Rules by Request
 Requestor: _____ COMPONENT SERIAL NO. _____

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00
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						
---------	--	--	--	--	--	--

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

FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

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

Estimate of current (FY94) Impact \$ none

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Remond Henderson Director Phone: 465-4708
 Division: Administrative Services Date: 1/31/94
 Approved by Commissioner: [Signature] Deputy Commissioner Date: 1/31/94
 Agency: Community & Regional Affairs

PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE
 For further distribution information call the Governor's Legislative Office

FISCAL NOTE

STATE OF ALASKA

BILL NO. HB259

1994 LEGISLATIVE SESSION

Revision Date: Original Dept Affected: Natural Resources
 Title: "An Act relating to general grant land entitlements BRU: Resource Development
for certain boroughs and unified municipalities..." Component: Land Development
 Sponsor: Rules by Request
 Requestor: _____ Component Serial No. 431

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY95	FY96	FY97	FY98	FY99	FY00
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	0.0	0.0	0.0	0.0	0.0	0.0
CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY94) cost: \$ None

POSITIONS

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

ANALYSIS: (Attach a separate page if necessary)

SEE ATTACHED.

Prepared by: Ron Swanson, Director Phone: 762-2692
 Division: Land Date: 1-Feb-94
 Approved by Commissioner: Harry A. Noah Date: 1-Feb-94
 Agency: Natural Resources

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

SB 259 Attachment

The department supports this bill in concept. We have not, however, been able to complete a land analysis. The borough's entitlement under law would be calculated as 10% of the maximum amount of vacant, unappropriated, and unreserved (VUU) state land within the boundaries between the date of incorporation and two years thereafter. Passage of Chapter 51, SLA 1991 delayed the certification until no earlier than January 1, 1994, following completion of the state's land selections. An estimate of entitlement was prepared for the Department of Community and Regional Affairs in 1988 for the proposed incorporation report and based on estimates of the classification, the entitlement would have been about 29,000 acres. There is a considerable amount of state land within the boundaries of the borough and department analysis is needed to determine whether 187,000 acres is a fulfillable entitlement.

Since the department has between January 1, 1994, and January 1, 1996, to certify entitlements for newly incorporated municipalities, this selection deadline could severely impact municipalities that are certified near the January 1996 deadline. In order to correct this inequity, we recommend, in Section 2, line 12, deleting "any time before October 1, 1996" and replacing with "within two years of the date that the certification of entitlement is final."

UNPROCESSED SELECTIONS PENDING

SCRO

New		
Aleutians East Borough	7,633	
Lake and Peninsula Borough	≈80,000	(uncertified)
City of Seward	3	
City of Valdez	<u>2,788</u>	
SCRO Total	90,424	

NRO

New		
North Slope Borough	89,850	
Northwest Arctic Borough-	≈285,000	(recertify)
Denali Borough	≈85,000	(uncertified)
City of Delta Junction	82	
City of Anderson	<u>1,182</u>	
NRO Subtotal	≈461,114	

From 1978		
Fairbanks North Slope Borough	<u>17,500</u>	
NRO Subtotal	17,500	

NRO Total ≈478,614

SERO

New		
City and Borough of Yakutat	<100	(uncertified)
City of Port Alexander	52	
City of Skagway	7,477	
City of Thorne Bay	63	
City of Ketchikan	<u>4</u>	
SERO Subtotal	7,696	

From 1978		
Haines Borough	118	
City and Borough of Juneau	1,520	
Ketchikan Gateway Borough	1,000	
City of Sitka	<u>774</u>	
SERO Subtotal	3,412	

SERO Total 11,108

statewide Total 580,146

 FAX TRANSMITTAL MEMO
 TO: Ross Dubouich
 DEPT: _____ FAX #: 258-4051
 FROM: D. Higgins PHONE: 762-2600
 CO: _____ FAX #: _____
 Post-it brand fax transmittal memo 7671

NO. OF PAGES (

Sponsor Statement
HB 259
Representative Carl E. Moses

HB 259 relates to general grant land entitlements for certain boroughs and unified municipalities.

HB 259 amends AS 29.65.010, the land entitlement section, to statutorily authorize 187,000 acres for the Lake and Peninsula Borough (LPB), and gives the LPB until October 1, 1996 to select those lands.

The borough assembly and planning commission are developing a comprehensive borough plan, and have identified lands of interest to them. Alaska Statutes, Title 29, Chapter 65 currently provides a land selection process for newly formed boroughs. Since there is very little land available from Vacant, Unappropriated, and Unreserved (VUU) inventories, and because other state lands would need reclassification before issuance of grant land to the LPB, pursuing entitlements through the formula in AS 29.65.030 would delay the certification process for the LPB.

Because the land selection process in AS 29.65 would be very time consuming, HB 259 would raise the priority for processing grant land entitlements for the LPB by simply adding their entitlement to the list of municipalities and boroughs currently in AS 29.65.010(a).

HB 259 is a non-controversial bill, and does not affect other boroughs or their grant allocations. I would ask that the Community and Regional Affairs Committee favorably consider the bill.

Cross references. — For statement of purpose of 1978 Act that enacted the provisions from which this chapter derived, see § 1, ch 180, SLA 1978 in the Temporary and Special Acts.

Sec. 29.65.010. Determination of entitlement of boroughs and unified municipalities. (a) The general grant land entitlement of each of the municipalities in this subsection is the amount set out opposite each:

- (1) Municipality of Anchorage — 44,893 acres;
- (2) City and Borough of Juneau — 19,584 acres;
- (3) City and Borough of Sitka — 10,500 acres;
- (4) Bristol Bay Borough — 2,898 acres;
- (5) Fairbanks North Star Borough — 112,000 acres;
- (6) Haines Borough — 2,800 acres;
- (7) Kenai Peninsula Borough — 155,780 acres;
- (8) Ketchikan Gateway Borough — 11,593 acres;
- (9) Kodiak Island Borough — 56,500 acres;
- (10) Matanuska-Susitna Borough — 355,210 acres;
- (11) North Slope Borough — 89,850 acres.

(b) *[Repealed, § 12 ch 34 SLA 1987.]* (§ 17 ch 74 SLA 1985; am § 12 ch 34 SLA 1987)

Sec. 29.65.020. Determination of entitlement for cities. (a) The general grant land entitlement of a city formerly eligible to receive general grant land under the provisions of former AS 29.18.190 and 29.18.200 is 10 percent of the maximum total acreage of vacant, unappropriated, unreserved land in the boundaries of each city at any time between the initial date of eligibility under former AS 29.18.190 and 29.18.200 and January 1, 1988. Within six months after January 1, 1988, the director shall determine the entitlement for each city eligible to receive general grant land under this section and certify that entitlement to the city.

(b) *[Repealed, § 12 ch 34 SLA 1987.]* (§ 17 ch 74 SLA 1985; am §§ 1, 12 ch 34 SLA 1987)

Sec. 29.65.030. Determination of entitlement for newly incorporated municipalities. (a) The general grant land entitlement of a municipality incorporated after July 1, 1978, that does not qualify for an entitlement under AS 29.65.010 or 29.65.020 is 10 percent of the maximum total acreage of vacant, unappropriated, unreserved land within the boundaries of the municipality between the date of its incorporation and two years after that date.

(b) Within two years and six months after the date of incorporation of the municipality, the director shall determine the entitlement of

each municipality eligible to receive general grant land under (a) of this section and certify the entitlement to the municipality. However, the governing body of a city may, by resolution, request the director to certify the entitlement to the city on an expeditious basis. The director shall determine and certify the entitlement within six months after receipt of the resolution.

(c) *[Repealed, § 12 ch 34 SLA 1987.]* (§ 17 ch 74 SLA 1985; am §§ 2, 3, 12 ch 34 SLA 1987; am §§ 1, 2 ch 51 SLA 1991)

Effect of amendments. — The 1991 amendment, effective June 16, 1991, deleted the last two sentences in subsection (a) and added the last two sentences in subsection (b).

Editor's notes. — Section 11, ch. 34, SLA 1987 provides: "The general grant land entitlement authorized for the Northwest Arctic Borough under AS 29.65.030(a), as amended in sec. 2 of this Act, is a partial entitlement for the borough. After completion of the Northwest Area Plan prepared under AS 38.04.065, the governor shall submit to the legislature recommendations for additional general grant land entitlements for the Northwest Arctic Borough consistent with the general grant land entitlement policy developed by the governor. The governor shall also submit recommendations for additional general grant land entitlements for other newly-formed municipalities

consistent with the general grant land entitlement policy developed by the governor."

Section 9, ch. 51, SLA 1991 provides that, notwithstanding subsection (b), as amended by § 2, ch. 51, SLA 1991, "the director of lands may not certify an entitlement to a municipality until after January 2, 1994. Each entitlement for which certification is delayed under this section shall be certified by the director no later than January 1, 1996. The director shall by January 1, 1996, for each municipality incorporated after June 1, 1986, for which an entitlement was certified before June 16, 1991, redetermine and recertify the entitlement in accordance with AS 29.65.030(a), as amended in § 1, ch. 51, SLA 1991."

Under § 10, ch. 51, SLA 1991, the 1991 amendment to subsection (a) is retroactive to June 2, 1986.

Sec. 29.65.040. Status of entitlements. (a) After July 1, 1978, general grant land entitlements provided in former AS 29.18.201 and 29.18.202 are vested property rights that must be fulfilled as provided in AS 29.65.050 or 29.65.080. After January 1, 1988, general grant land entitlements provided in AS 29.65.010 are vested property rights that must be fulfilled as provided in AS 29.65.050 or 29.65.080.

(b) General grant land entitlements provided by AS 29.65.030 are property rights that vest on the date of incorporation of the municipality. The entitlement shall be fulfilled as provided in AS 29.65.050.

(c) Land may be selected or nominated for selection by a municipality to satisfy a general grant land entitlement under former AS 29.18.201 and 29.18.202 at any time before October 1, 1980. Land may be selected or nominated for selection by a municipality to satisfy a general grant land entitlement under AS 29.65.010 at any time before October 1, 1990. However, if a municipal selection or nomination or a part of a municipal selection or nomination is rejected by the director, the municipality may, not later than 90 days after receipt of the rejection or final decision on an appeal filed under AS 29.65.050(d), select additional state land as necessary to satisfy its entitlement.



Lake and Peninsula Borough

P.O. Box 495
King Salmon, Alaska 99613

Telephone: (907) 246-3421
Fax: (907) 246-6602



March 23, 1993

The Honorable Carl E. Moses
Alaska House of Representatives
Alaska State Legislature
Capitol Building, Room 204
Juneau, Alaska 99801-1182

RE: Lake and Peninsula Borough/State Land Selection

Dear Representative Moses:

I appreciated very much your recent telephone call and your willingness to take the time to discuss some of the issues facing the Lake and Peninsula Borough. We continue to be optimistic about the possibility of EDA funding for the Egegik Dock, and appreciate whatever you may be able to do to help assure some state funding for the project.

As I think I mentioned to you, the Borough is presently preparing its first comprehensive plan. One segment of the plan deals with the selection of state lands pursuant to the Alaska Statutes, Title 29, Chapter 65. Although AS 29.65.030 provides for the determination of entitlement for newly incorporated municipalities, it is our understanding that we may be able to receive our land entitlement under an amendment to AS 29.65.010. Accordingly, I have prepared and enclosed a bill for possible introduction to the Legislature that would amend AS 29.65.010 by adding an entitlement to the Lake and Peninsula Borough of 187,000 acres.

The Borough Planning Commission and Assembly have spent many hours reviewing land status maps, and have identified the lands that the Borough would like to have considered for selection. Very little land within the Borough is presently classified as Vacant, Unappropriated, and Unreserved (VUU). We have been encouraged by the director of the Division of State Lands, however, to identify those state lands that the Borough would like to select, regardless of status, and request re-classification.

Land parcels totaling 187,000 acres have been identified for possible selection. In order to pursue the selection process, the Borough needs to either have the Legislature provide for an entitlement under AS 29.65.010 or determine

RON
SWANSON
762-2692

The Honorable Carl E. Moses
March 23, 1993
Page Two

an entitlement under the formula set out in AS 29.65.030. The formula in AS 29.65.030 is very restrictive, and does not provide for a selection considered to be adequate by the Borough Planning Commission and Assembly. We understand that Representative Eileen Maclean is sponsoring a bill to amend AS 29.65.030, and that her amendment would provide for a more liberal entitlement. We have not seen the bill, but we would certainly support such an amendment.

Nevertheless, if it is possible, we would prefer to use the more direct approach to determining the Lake and Peninsula Borough's entitlement, and simply amend AS 29.65.010. Would you be willing to sponsor such a bill? It would probably be appropriate to ask Representative Nicholia to co-sponsor the bill, but we will wait to hear back from you before we approach her. Would it also be advisable to ask Senators Jacko and Lincoln to introduce an identical bill in the Senate?

I look forward to discussing this matter with you or your staff once you have had a chance to review it. Thank you for the North Pole satellite photos. We have distributed them as you requested.

Sincerely,



Glen K. Vernon
Borough Manager

Enclosure

REP. MOSE'S HB 259 TESTIMONY

Good Afternoon Mr. Chairman and members of the committee. Before you is House Bill 259 which relates to general grant land entitlements for certain boroughs and unified municipalities.

House Bill 259 amends AS 29.65.010, the land entitlement section, to statutorily authorize 187,000 acres for the Lake and Peninsula Borough, and gives the Borough until October 1, 1996 to select those lands. This figure represents approximately 3% of the total state lands located within the Borough. By formula in statute, the Lake & Pen Borough would receive approximately 30,000 acres. Because the Lake & Pen Borough is attempting to promote economic development, become less dependent on the price of fish, and because the value of an acre of land in urban Alaska is much greater than an acre in southwest Alaska, the borough planning commission felt that an entitlement of 187,000 acres was more equitable than 30,000 acres.

The borough assembly and planning commission are developing a comprehensive borough plan, and have identified lands of interest to them. Alaska Statutes, Title 29, Chapter 65 currently provides a land selection process for newly formed boroughs. Within the boundaries of the Lake & Peninsula Borough, there is very little land available from Vacant, Unappropriated, and Unreserved (VUU) inventories. Because other state lands would need reclassification before issuance to the Borough, pursuing entitlements through the formula in AS 29.65.030 would be a more time consuming process.

Because the land selection process would be very time consuming, House Bill 259 would raise the priority for processing grant land entitlements for the Lake &

Peninsula Borough by simply adding their entitlement to the list of municipalities and boroughs currently in AS 29.65.010(a).

HB 259 is a non-controversial bill, and does not affect other boroughs or their grant allocations. I would ask that the Community and Regional Affairs Committee favorably consider the bill. If there are questions, I believe Ron Swanson with DNR and John Walsh with DCRA are both available.



HOUSE COMMUNITY AND REGIONAL AFFAIRS

DATE: 2/8/94

PLACE: Rm. 124

SUBJECT OF MEETING:
 HB 259
 HB 393

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
Jack Fargnoli	GOV	OMB - Box AM, Juneau	99811		3568	<input checked="" type="radio"/> Y	<input type="radio"/> N	HB 393
John Walsh	DCRA	PoB 112100 Juneau	99811		4878	<input type="radio"/> Y	<input checked="" type="radio"/> N	HB 259 & HB 393
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	

H B

2 6 3

HOUSE COMMITTEE REPORT

(7)

Date Referred: January 10, 1994

FURTHER REFERRALS:

Date of Committee Action: _____

The COMMUNITY AND REGIONAL AFFAIRS Committee considered:

SSHB 263

SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 263

TAX EXEMPTION FOR AIRCRAFT

"An Act relating to municipal property tax exemptions."

RECOMMENDATIONS: the same title

be replaced with _____ 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 _____

fiscal note(s) _____

zero fiscal note _____

zero fiscal note(s) _____

SIGNING <u>DO</u> PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Tom Sandberg</i>	✓	<i>Auley Ollberg</i>		✓	
<i>Carl Brundage</i>	✓				
<i>John A. Danks</i>	✓				
<i>Ed Willis</i>	✓				
<i>John K. Williams</i>	✓				
<i>[Signature]</i>	✓				

Auley Ollberg
CHAIRMAN'S SIGNATURE

DIVISION OF LEGAL SERVICES

**LEGISLATIVE AFFAIRS AGENCY
STATE OF ALASKA**

(907) 465-3867 or 465-2450
FAX (907) 465-2029
Mail Stop 3101

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

MEMORANDUM

January 25, 1994

SUBJECT: Municipal property tax exemptions (SSHB 263)

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

FROM: Tamara Brandt Cook
Director *TBC*

Here is the sectional summary you requested.

Sec. 1. Permits a municipality by ordinance to provide an exemption from property taxes for aircraft, certain vessels, pickup campers, shells and canopies, unlicensed all-terrain vehicles, snow machines and trail bikes.

TBC:lmb
94-023.lmb



FACSIMILE TRANSMISSION SHEET

DATE: 1-25-94
TO: Kim Duke -- Rep. Hanley's Office
FAX NO: 465-2418
FROM: Doug Griffin, City Manager
FAX NO: (907) 835-2992 OFFICE NO: (907) 835-4313

TOTAL NUMBER OF PAGES (INCLUDING COVER SHEET): 1

MESSAGE: I have reviewed Rep. Hanley's SSHB 263 and believe it to have no ill effect on the taxing ability of Valdez. The City of Valdez does not presently have a personal property tax in any form, but it may have to enact one in the future. I see nothing in this bill that would create a problem should we wish to institute a tax on boats, automobiles, RVs, airplanes, etc. I believe the supporting information made some good points about demands on city services. I do not agree with all of the analysis and comparisons (I think airplanes might require more city services than you think - responding to crashes or other airplane accidents with fire & EMT service, potential pollution problems with fuel and oil spills, etc.), but the goal of maximum local government flexibility is a good one that I can support.

IF YOU HAVE ANY PROBLEMS RECEIVING THE TOTAL NUMBER OF PAGES, PLEASE CONTACT THE SENDER AT THE OFFICE NUMBER ABOVE.
I speak for myself and not on behalf of the Valdez City Council, the official policy making authority for the City of Valdez.
P.O. BOX 307 • VALDEZ, ALASKA 99886
TELEPHONE (907) 835-4313 • TELEX 25-381 • TELECOPIER (907) 835-2992

POSITION PAPER

PERSONAL PROPERTY TAXATION OF PRIVATE AIRCRAFT

The Municipality of Anchorage (MOA) derives operating revenues from many sources, including personal property tax. Primarily an ad valorem tax, it is paid annually by owners of defined personal property. In return for payment of such taxes, taxpayers expect, and in most cases receive, certain services and/or benefits provided by the MOA.

People pay taxes on real and personal property to fund a variety of government furnished institutions, including schools, police and fire departments, and other administrative agencies. Children live in homes which are taxed to pay for schools. Similarly, automobile taxes pay for roads which are constructed, maintained, lighted, plowed, swept, and marked with signs.

There is one group of individuals, however, who pay a disproportionate share of the tax burden in Anchorage. Ironically, they receive little, if any, service or benefit from the MOA in exchange for the dollars they contribute to the government's coffers. They are the owners of private aircraft.

For years many of them have been dutifully acknowledging ownership of small aircraft, and paying many hundreds of dollars annually in personal property tax. Their money goes into the general fund, providing no benefit or service to the aviation community. In fact, the MOA's only involvement or interest in aviation (other than collecting taxes) is Merrill Field, which is rightfully "controlled" by the FAA. The MOA merely owns the land and charges leaseholders for the right to use it.

It is noteworthy that most aircraft with a tax situs in Anchorage are used almost exclusively outside the Municipality. They are, in effect, stored in Anchorage, and used to travel everywhere else in and out of the State. Most are parked in Anchorage simply as a matter of convenience to their owners, who reside and work in the community.

Anchorage has always been an aviation hub for the State as well as the world. As such, it serves a unique purpose. Aviation fosters commerce and brings people to town. As a result, many local businesses directly support this important industry and, in turn, rely on it for their livelihood. Examples are parts stores, maintenance facilities, equipment manufacturers, and flight schools. They cater not only to locally based aircraft, also to many that "come in from the bush" to be worked on. Similarly, many local retail merchants, hotels, and restaurants profit from airplane pilots and their passengers who frequent Anchorage. Thus aviation is a major contributor to the financial stability and diversity of Anchorage's economy.

It is ironic then, that the present personal property tax on aircraft discourages the presence of airplanes in the Municipality. Airplane owners residing elsewhere often avoid "wintering" their planes in Anchorage to have work done on them, for fear of establishing a tax situs there. Likewise, many locals have work done and/or park their aircraft elsewhere to avoid paying the tax. Some simply don't admit ownership, choosing to avoid the tax by omission. For them, the amount of money saved is worth the risk of being caught.

In recent years the financial burden on private airplane owners has grown considerably. Fuel, maintenance, and insurance costs have all escalated. But perhaps the greatest proportional increase has been the personal property tax. That is because market values of many aircraft have skyrocketed as manufacturing declined or ceased due to product liability; not because existing aircraft are inherently worth any more. The significant rise in costs is pushing airplane ownership out of the reach of more and more pilots. Admittedly, everyone cannot afford to buy an airplane. But many who could afford the acquisition cost don't have the resources to meet the recurrent costs such as taxes. As a result, the number of airplanes in Anchorage is decreasing. During the past five years, the number of general aviation aircraft parked at Merrill Field has declined by 160. While some may have relocated elsewhere in the local area, some undoubtedly left forever. With them went tax revenues and customers valued by local businesses.

Anchorage has always been an aviation hub for the State as well as the world. As such, it serves a unique purpose. Aviation fosters commerce and brings people to town. As a result, many local businesses directly support this important industry and, in turn, rely on it for their livelihood. Examples are parts stores, maintenance facilities, equipment manufacturers, and flight schools. They cater not only to locally based aircraft, also to many that "come in from the bush" to be worked on. Similarly, many local retail merchants, hotels, and restaurants profit from airplane pilots and their passengers who frequent Anchorage. Thus aviation is a major contributor to the financial stability and diversity of Anchorage's economy.

It is ironic then, that the present personal property tax on aircraft discourages the presence of airplanes in the Municipality. Airplane owners residing elsewhere often avoid "wintering" their planes in Anchorage to have work done on them, for fear of establishing a tax situs there. Likewise, many locals have work done and/or park their aircraft elsewhere to avoid paying the tax. Some simply don't admit ownership, choosing to avoid the tax by omission. For them, the amount of money saved is worth the risk of being caught.

In recent years the financial burden on private airplane owners has grown considerably. Fuel, maintenance, and insurance costs have all escalated. But perhaps the greatest proportional increase has been the personal property tax. That is because market values of many aircraft have skyrocketed as manufacturing declined or ceased due to product liability; not because existing aircraft are inherently worth any more. The significant rise in costs is pushing airplane ownership out of the reach of more and more pilots. Admittedly, everyone cannot afford to buy an airplane. But many who could afford the acquisition cost don't have the resources to meet the recurrent costs such as taxes. As a result, the number of airplanes in Anchorage is decreasing. During the past five years, the number of general aviation aircraft parked at Merrill Field has declined by 160. While some may have relocated elsewhere in the local area, some undoubtedly left forever. With them went tax revenues and customers valued by local businesses.

The fundamental problem involves the tax rate. Airplanes, which have high relative value, are taxed at the same mill rate as other less valuable personal property. While mill rates approaching 20 may be appropriate for homes, they are unrealistic when applied to airplanes. The owner of a \$150,000 home pays about \$3000 in property tax. For that he receives all the basic government services. But he does not receive any additional services for the almost \$1000 tax he now pays for the privilege of owning a \$50,000 airplane. Yet his airplane ownership and use costs the MOA absolutely nothing!

Anchorage Municipal Code (AMC) 12.10.010, Personal Property Subject to Taxation, subparagraph A.1., states,

"All vehicles propelled by other than human muscular power shall be taxable as personal property. This shall include, but is not limited to automobiles, motorcycles, aircraft, boats and snowmobiles."

Alaska Statute (AS) 29.45.050 provides for optional property tax exemptions and exclusions. Paragraph (b) states,

"A municipality may by ordinance...(5) classify as to type and exempt or partially exempt any or all types of motor vehicles from taxation."

On December 21, 1976, the Municipality of Anchorage (MOA) Assembly passed AR No. 121-76, providing for an Annual Motor Vehicle Registration Tax (MVRT) in lieu of a personal property tax assessment on certain motor vehicles, including automobiles and motorcycles. This method of taxation, provided for by 1976 SLA 256, is based on a fixed fee schedule. Accordingly, a NOTE was added to AMC 12.10.010 paragraph A, stating,

"Pursuant to Ch. 256 SLA 1976 and AR 121-76, the Municipality no longer imposes a personal property tax on motor vehicles."

This action simplified processing, lowered the rate per vehicle, and resulted in a net increase in revenue due to the fact that more people paid the tax. Today, the owner of a new \$50,000 motorhome is taxed \$60 the first year, and less in subsequent years. In return, he benefits from many miles of MOA maintained roads, parks, street lights and signs, etc. Despite the NOTE quoted above, the owner of an airplane valued at \$50,000 is still taxed almost \$1000, yet the airplane gets nothing for its revenue contribution.

It is time to revise tax rates for airplanes. A simple fee schedule like that used for other motor vehicles is the best solution. An annual tax of \$60, an amount equal to that paid for the most expensive private automobile or motorhome, is both fair and reasonable. Such a flat fee would significantly reduce administrative costs for the MOA, since each airplane would not have to be appraised every year by physically "canvassing" local airports and researching "book" values. Likewise, the present appeals process, which requires much review time and negotiation, would be eliminated.

All parties stand to gain from such reform. Municipal administrative costs will go down, the sagging and vulnerable general aviation industry will be stimulated, and local businesses will benefit from revived activity at local airports.

Revision Date: 4/22/93

Dept. Affected: Community & Regional Affairs

Title: *An Act relating to a municipal property tax exemption.*

BRU:

Component:

Sponsor: Hanley

Requestor:

COMPONENT SERIAL NO.

Expenditures/Revenues:

(Thousands of Dollars)

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
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						
---------	--	--	--	--	--	--

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

FUNDING:

(Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

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

Estimate of current (FY93) impact \$ none

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Remond Henderson Phone: 465-4708
 Division: Administrative Services Date: 4/22/93
 Approved by Commissioner: Barry K. Jorgensen Deputy Commissioner Date: 4/22/93
 Agency: Community & Regional Affairs

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

For further distribution information call the Governor's Legislative Office



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

January 24, 1994

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

FROM: Kent E. Swisher, Executive Director

RE: **SS HB 263 - Tax exemption for certain personal property**

As your committee considers SS HB 263, which would allow a municipality, by ordinance, to grant tax exemptions on a variety of personal property, the Alaska Municipal League requests that you consider the overall impact of such exemptions and require that two additional conditions be met before such exemptions are granted: 1) approval of any ordinance granting an exemption by a vote of the people and 2) sunset of the exemption in three to five years. In addition, the League strongly urges that your committee request the Department of Community and Regional Affairs to prepare an "impact on local government" fiscal note for your consideration prior to passing the legislation. If these conditions are met, the League does not oppose the addition of optional exemptions from property taxation (*1994 Policy Statement, Part I - Taxation & Finance, D.5*)

The League recognizes that expansion of optional exemptions from property taxes involves more than preferential treatment of classes of owners or property. Issues of public benefit, effects on formula funding revenues, changes in tax burden on other property owners, and competitive market influences are a few considerations to be weighed. As these factors affect the public generally, adoption of local exemptions should only be through ordinances approved by the voters.

In recognition of changing conditions and public needs, these exemptions should only be considered with provision of a sunset in three to five years.

Because the impact of property tax exemptions on full value determinations affects state funding under the formula programs, and because this impact is often not fully understood by local governments and voters approving optional tax exemptions, the League requests the legislature to provide "impact on local government" fiscal notes with any legislation authorizing additional property tax exemptions. Such fiscal notes should be based on the prior year full value determination, municipal levies, and local assessors' estimates of amount of value to be exempt should an optional exemption be adopted.

An additional issue to be considered with regard to legislation allowing exemptions from property tax for personal property is whether it is uniform and equitable to exempt any forms of property that are used for commercial purposes, such as aircraft or fishing boats, which are often not documented vessels. You may want to consider an amendment to prohibit exemptions for property used commercially.

CLERK'S OFFICE

APPROVED

Date: 2-23-93

Chairman of the Assembly
at the Request of the
Mayor

Submitted by: Mayor
Prepared by: Department of Law
For Reading: February 23, 1993 *ALA*

ANCHORAGE, ALASKA
RESOLUTION NO. AR 93-46(S)

A RESOLUTION OF THE MUNICIPALITY OF ANCHORAGE ENDORSING OPTIONAL
EXEMPTION OF DESIGNATED ITEMS FROM PERSONAL PROPERTY TAX

THE ANCHORAGE ASSEMBLY FINDS:

WHEREAS, Alaska Statutes 29.45.050 permits municipalities to exempt certain items from property taxation; and

WHEREAS, AS 29.45.050 does not permit a partial or total exemption for aircraft and some other personal property items but does allow such exemptions for boats, vessels or motor vehicles; and

WHEREAS, the Municipality of Anchorage wishes to adopt a partial exemption for certain personal property.

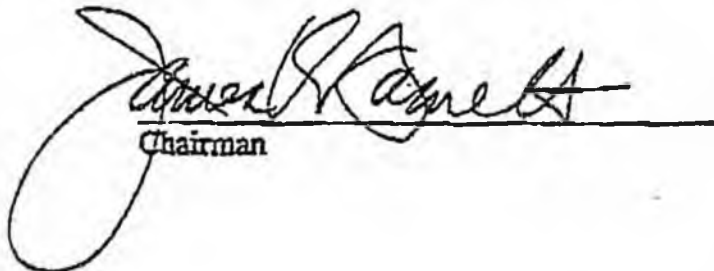
NOW, THEREFORE, the Anchorage Assembly resolves that:

Section 1. The Municipality endorse an amendment to AS 29.45.050 to allow partial or total exemption of aircraft, pick-up campers, shells and canopies, all-terrain vehicles, snow vehicles, undocumented boats and motors, and unlicensed trail bikes from property taxation as part of its legislative program.

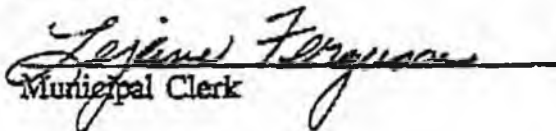
Section 2. An ordinance providing a partial exemption (i.e. flat fee tax) for exempt items taxation will be introduced within 30 days of passage of an amendment to AS 29.45.050 which authorizes use of such an approach.

Section 3. Passage of this resolution indicates a firm statement of intent of those Assembly members voting for this resolution to vote in favor of the ordinance referenced in Section 2.

PASSED AND APPROVED this 23rd day of February, 1993.


Chairman

ATTEST:


Municipal Clerk

AM 270-93

RESOLUTION OF SUPPORT

How THEY VOTED (FEB 23, 93) ON
PERSONAL PROPERTY TAX RESOLUTION

Bozich Bozich	☆		
Landers	☆		
Campbell Campbell	☆		
Abney	☆		
Kubitz	☆		
Campbell Bischoff	☆		
Faulkner	☆		
Traini	☆		
Flynn		☆	
Wood	☆		
Bozich French			

Yes No Abstain

Date

2/23/92

Title

~~Member~~ #1

AR 93-46(S)



MUNICIPALITY OF ANCHORAGE

ASSEMBLY MEMORANDUM

No. AM 270-93

Meeting Date: February 23, 1993

From: Mayor

Subject: AR 93-46(S) - Exemption of Personal Property Items

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52


The public testimony last week was oriented primarily on the need for changes to the personal property tax on aircraft. The Administration recommends the scope of the Assembly Resolution to the Alaska State Legislature be expanded to include other items that are taxed unevenly due to self-reporting requirements. A registration tax at the point of sale with possible annual renewals is probably a more equitable system.

The Administration recommends approval of AR 93-46(S).

Concurrence:

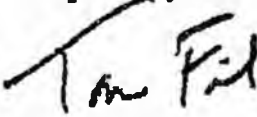
Prepared by:


Larry B. Crawford
Municipal Manager


Jerry Anderson
Chief Fiscal Officer

Respectfully submitted:

Concurrence:


Tom Fink
Mayor


Richard L. McVeigh
Municipal Attorney

MUNICIPALITY OF ANCHORAGE
ASSEMBLY MEMORANDUM

NO. AM 127-93

Meeting Date: February 2, 1993

From: Assemblymember Campbell

Subject: AN ORDINANCE PROPOSING AN AMENDMENT TO CHAPTER 12, SECTION 12.10.020 OF THE ANCHORAGE MUNICIPAL CODE PERTAINING TO EXEMPTIONS FOR CERTAIN AIRCRAFT NOT SUBJECT TO THE TAX PROVISIONS OF SECTION 12.10.060, FROM THE "FULL AND TRUE VALUE" PROVISIONS OF 12.10.60.

There is a lack of equity and consistency in the municipal tax code in the taxation applied to various classes of personal property. For example, motor homes, some of considerable value, are not subject to a municipal personal property tax; but instead pay a relatively flat fee to the State of Alaska, with a tax remuneration from the State being transferred to the municipality. The maximum fee received by the municipality from the State is \$60 for a brand new vehicle or motor home, regardless of book value.

However, privately owned, non-commercial aircraft are taxed by the municipality based upon their full book value. Thus while Anchorage resident owning a \$50,000 book value motor home is paying a fee of \$60 to the municipality, a private aircraft assessed at \$50,000 owned by an Anchorage resident is costing that resident about \$1,000 in personal property taxes.

Unfortunately the Assembly cannot change the State statute regarding the taxes on motor vehicles. However the Assembly can address inequities the statute creates in the municipal personal property tax system by modifying the method of property taxation to come more closely in line with the State's approach. This ordinance represents a first step toward addressing the inequity issues in the personal property tax system. It proposes changing the method of taxing private aircraft from an ad valorem system to a flat fee, based on the number of engines the aircraft possesses. Single engine aircraft would pay a fee of \$75, and multi-engine aircraft would pay a fee of \$125.

The municipality obtains roughly \$800,000 annually from the taxes on about 2,100 private airplanes, for an average tax of \$381/aircraft. Between 100-200 of the 2,100 fees are appealed annually; however most protests are resolved at staff level, with only 3 or 4 proceeding to the Board of Equalization for a more formal review.

The new tax structure would generate about \$160,000 in annual revenue, and would likely eliminate the need for about 1-1.5 municipal positions, for an approximate personnel savings of \$60,000 to \$90,000. Net loss of municipal tax revenue would thus be about \$520,000-550,000 annually. However, the change would place more equity in the personal property tax system.

C&D
~~MUNI ORDINANCE~~

Chapter 12.10

PERSONAL PROPERTY TAXATION

Sections:

- 12.10.010 Personal property subject to taxation.
- 12.10.020 Exemptions.
- 12.10.030 Tax situs of personal property.
- 12.10.040 Filing personal property tax returns.
- 12.10.045 Disclosure of ownership.
- 12.10.050 Property tax assessments.
- 12.10.060 Methods of assessment.
- 12.10.070 Assessment notice for personal property.
- 12.10.080 Payment of personal property and business personal property and inventory tax.
- 12.10.090 Decals for personal property.
- 12.10.100 Enforcement of tax obligations.
- 12.10.105 Refund of taxes.

12.10.010 Personal property subject to taxation.

- A. Except as otherwise provided in this chapter, the following personal property which has a tax situs within the municipality is subject to taxation.
1. Vehicles. All vehicles propelled by other than human muscular power shall be taxable as personal property. This shall include but is not limited to automobiles, motorcycles, aircraft, boats and snowmobiles.
 2. ~~Mobile homes~~ Mobile homes located within licensed mobile home courts or mobile homes no wider than 14 feet which are situated on temporary footings or temporary foundations and located on private property shall be classified as personal property.
 3. Business inventories.
 - a. Inventory in the hands of a retail or wholesale merchant who holds it for sale, lease, or rental shall be taxable as personal property.
 - b. Inventory held by a manufacturer or processor in the form of raw materials shall be taxable as personal property.

NOTE: Pursuant to Ch. 256 SLA 1976 and AR 121-76, the municipality no longer imposes a personal property tax on motor vehicles.

4. Business personal property. All personal property including but not limited to furniture, furnishings, fixtures, machinery and equipment used by, or in a business capacity shall be taxable as personal property.
- B. All other personal property not exempt by law is subject to taxation as personal property. (new, am AO 82-218(S)).

12.10.020 Exemptions.

- A. Household effects. The household furniture and personal effects of the head of a family or household are exempt from taxation.
- B. Fallout shelters. A modification or addition to an existing structure, designed to provide shelter from radioactive fallout, bombs or like disaster, is exempt from taxation.
- C. Documented boats and vessels.
 1. Pursuant to AS 29.45.050 documented boats and vessels are classified for purposes of taxation and are taxed by the municipality at a rate of \$15.00 per year.
 2. Undocumented boats and vessels shall be assessed by the assessor at their full and true value pursuant to AS 29.45.110 and ~~taxed~~ accordingly by the municipality.
 3. As used in this section "documented boats or vessels" means boats or vessels of at least five net tons for which certificates of documentation have been issued under the laws of the United States.
 4. The assessor by regulation shall implement this section. (Adapted from GAAB 10.05.030, am AO 81-218(S), AO 85-182 (effective January 1, 1986), AC 86-211(S-1)).

12.10.030 Tax situs of personal property.

- A. Tax situs. All personal property which has a tax situs within the municipality on January 1 of the tax year is subject to taxation. Tax situs means the principle place where an item of personal property is located, having due regard to the residence and domicile of its owner, the place where it is registered or licensed, whether it is taxed by other municipalities, and any other factors which may indicate the principal location of the property.

U.S. Department
of Transportation

United States
Coast Guard



Commanding Officer
Marine Safety Office
Vessel Documentation

2760 Sherwood Lane
Suite 2A
Juneau, AK 99801
(907)463-2460

MARCH 1992

DOCUMENTATION OF VESSELS

INTRODUCTION

This pamphlet provides basic information about documentation of vessels. The information is not intended to be all-inclusive inasmuch as each vessel has its own peculiarities and must be handled on a case-by-case basis. General documentation procedures, however, are the same for all vessels and are found in Title 46, Code of Federal Regulations, Part 67.

WHAT IS DOCUMENTATION

Documentation is a form of national registration and evidence that a vessel qualifies to be employed in a specified trade. Any vessel of at least 5 net tons which engages in the coastwise trade (carrying passengers, hauling freight, towing, etc.), Great Lakes trade or American fisheries IS REQUIRED BY FEDERAL LAW TO BE DOCUMENTED. Generally a 32' vessel measures at least 5 net tons. All other vessels which meet the 5 net ton requirement are eligible for documentation at the option of the owner; however, they are not required to be documented--this includes recreational vessels.

Documentation does not exempt vessels from any State or Federal taxes. It also does not excuse non-compliance with all safety and equipment regulations of the Federal Government and the State of Alaska.

NOTE: An undocumented vessel equipped with propelling machinery must have a number issued by the proper issuing authority in the state in which the vessel principally operates. For the State of Alaska, AK registration numbers are issued by Commander(b), U. S. Coast Guard, P. O. Box 25517, Juneau, Alaska 99802-5517.

An AK registration number will not be issued to a vessel which is documented or required to be documented.

DEFINITIONS

ADF&G NUMBER: The number assigned by the State of Alaska, Department of Fish and Game to commercial fishing vessels.

COMMERCIAL VESSEL: Any vessel used in the coastwise trade (such as carrying passengers on sightseeing tours, charter fishing, carrying freight, towing) OR engaged in fisheries OR documented for registry.

DOCUMENTED VESSEL: A vessel which has been issued a Certificate of Documentation.

HAILING PORT: The city and state marked on the vessel.

HOME PORT: The port of documentation where the records of a vessel are kept. This port is determined by the owner's domicile (residence) OR in the case of a corporation, its principal place of business or address within state of incorporation. It is not the port in which the vessel operates. Juneau is the only place in the State of Alaska where vessel documentation records are maintained by the Coast Guard.

HULL IDENTIFICATION NUMBER (HIN): A 12-digit identification number assigned by either the builder/manufacturer or a state motorboat agency to recreational vessels and vessels which will carry six or fewer passengers.

OFFICIAL NUMBER: The six-digit number assigned to vessels which are issued Certificates of Documentation by the U.S. Coast Guard.

RECREATIONAL (PLEASURE) VESSEL: Any vessel used entirely for the personal use of the owner (sport fishing, day trip with friends where friends contribute nothing to the operation of the vessel, hunting trip, etc.).

TON (TONNAGE): Equivalent to 100 cubic feet; it is a measure of cubic volume rather than vessel weight.

CITIZENSHIP OF OWNER AND PERSON IN COMMAND OF VESSEL

Documented vessels must be owned entirely by citizens of the United States.

A documented vessel may only be operated by a citizen of the United States.

Additional individual licensing requirements may apply. Contact the nearest Coast Guard Regional Examination Center for specific guidance.

MEASUREMENT OF A VESSEL

A vessel may be documented only if it has been measured to establish gross and net tonnages and measures at least 5 net tons. The TONNAGE of a vessel is not a measure of weight, but rather a measure of cubic volume; one ton being equal to 100 cubic feet. Gross tonnage (total cubic volume) is determined and then the volumes of certain spaces are deducted to calculate net tonnage.

There are two methods which are used to determine tonnage--simplified and standard. A commercial vessel less than 79 feet which is required to be documented, may be measured under either the Simplified Measurement Method (through the Coast Guard) or the Standard Measurement System (through the American Bureau of Shipping or Det Norske Veritas). Under the simplified system, a vessel may be measured by providing basic vessel data to the Coast Guard on Form CG-5397, Application for Optional Simplified Measurement. This may be submitted to the Coast Guard at the vessel's home port or the port where the initial application for documentation or subsequent changes is processed. There is no fee for simplified measurement.

Barges of any size not engaged in international voyages may be measured under either the simplified or standard systems.

Generally, vessels 79 feet and over must be measured under the standard system. The only two organizations authorized to provide this service are American Bureau of Shipping (ABS) and Det Norske Veritas (DNV). Contact each organization directly for information on costs involved. Addresses and telephone numbers are provided below.

ABS Americas, 263 North Belt East, Houston, Texas 77060-6080;
Telephone 713-873-0700; FAX No. 713-874-9553

Det Norske Veritas, Attn: Phil Essex, 80 Grand Ave., Suite 201,
River Edge, New Jersey 07661
Telephone 201-488-0112; FAX No. 201-488-1778

TO ANCHORAGE
ASSEMBLY
2/16/93

Statement by: Bob Gastrock, 13151 Nora Drive, Anchorage 99515
Flying Crown Homeowners' Association

Good evening, my name is Bob Gastrock. I am here tonight representing the aircraft owners and pilots of the Flying Crown Homeowners' Association.

Speaking on their behalf, I would like to make four brief but important points:

1. The tax many of us are paying for the privilege of keeping airplanes in Anchorage is grossly disproportionate to that paid by owners of other types of motor vehicles.
2. We are ready and willing to pay our fair share of taxes
3. This issue involves correcting an acknowledged lack of equity and consistency in the municipal tax code. It should be dealt with on its own merit. It should not be deferred pending resolution of the many tax initiatives presently being considered.
4. Disposition of this matter is rightly within the purview and authority of this Assembly. It need not and should not be relegated to a ballot proposition.

This matter is before you tonight because we believe a change is in order. During the mid 1970s, airplanes, cars, trucks, and other motor vehicles were all taxed on the same basis. Then, in 1976, the Municipality elected to participate in a State sponsored program to collect a Motor Vehicle Registration Tax in lieu of personal property tax. The program did not include airplanes, which have continued to be taxed as personal property. At first, the difference in tax paid by owners of airplanes and the other vehicles was not significant enough to prompt concern. In recent years, however, the gap has widened considerably, to the point that many airplanes are taxed more than 15 times as much as new motorhomes of comparable value. For example, a new \$50,000 motorhome is taxed \$60, while most Cessna 185s worth the same amount are taxed almost \$1000! When one considers the fact that the motorhome tax declines yearly to only \$5 after the seventh year, the disparity becomes even more exaggerated. What makes this lack of parity even more difficult for us to accept is the fact that while other motor vehicles use roadways that are constructed, maintained, and lighted by the Municipality, airplanes get virtually no benefits in return for their considerably higher tax contribution.

Contrary to a popular misconception, airplane owners, especially those in Alaska, are not generally a wealthy bunch. They are school teachers, truck drivers, and people of virtually every profession. They use airplanes like pickup trucks: to haul people and goods around a state with few roads. Most pilots have been staggered by rapidly increasing costs for maintenance, parts, and insurance. Excessive taxes contribute unfairly to their mounting financial burdens. Indeed, escalating costs, especially fixed ones that must be paid before a propeller turns, are negatively impacting airplane ownership in our town. As a result, many owners have had to sell. Likewise, many aspiring buyers have been priced out of the market by recurring overhead expenses as much as by initial acquisition cost. Anyone who doubts this fact needs only to survey the growing empty ramp space on Merrill Field. - - -

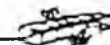
To say that we are unhappy with the current situation would be an understatement at best. Yet it is important to note that airplane owners are ready and willing to pay their fair share of taxes. We simply ask for reasonable and equitable treatment. We look to you to reestablish fairness in the system. You are our elected representatives, and we trust in you to protect our fundamental right to just taxation.

Thank you very much.



ALASKA AIRMEN'S ASSN., INC.

U of A Aviation Complex
1515 East 13th Avenue Anchorage, Alaska 99501
(907) 272-1251



THE FOLLOWING PACKAGE IS A BRIEF LOOK AT AIRCRAFT TAXATION AROUND THE UNITED STATES. IT IS NOT INTENDED TO BE A COMPLETE AND COMPREHENSIVE STUDY, BUT DOES GIVE A GENERAL PICTURE OF THE COUNTRY AT LARGE.

ALABAMA	NO TAX ON AIRCRAFT NO LOCAL TAXES ARE PERMITTED
CALIFORNIA	NO STATE TAX ON AIRCRAFT 1 % ASSESSED VALUE FOR LOCAL PROPERTY TAX
COLORADO	FUEL TAX ONLY. LOCAL PROPERTY TAX
CONNECTICUT	LOCAL PROPERTY TAX
DELAWARE	NO AIRCRAFT TAX
FLORIDA	SALES TAX ONLY. ALL FUNDS GO TO DEDICATED AVIATION TRUST FUND
GEORGIA	LOCAL PROPERTY TAX
HAWAII	ONLY STATE FEE \$10 TO DEDICATED AVIATION FUND NO LOCAL PROPERTY TAX ALLOWED
IDAHO	REGISTRATION NOT MORE THAN \$200. NO LOCAL TAX PERMITTED
ILLINOIS	BIENNIAL FEE. PILOTS \$10. AIRCRAFT \$20. DEDICATED TO AVIATION FUND. LOCAL GOVT MAY HAVE SALES TAX.
INDIANA	EXCISE TAX BASED ON AGE/ CLASS/WEIGHT. NO OTHER GOVT TAX PERMITTED.
IOWA	ASSESSED VALUE DECREASING BY YEAR
KANSAS	NO AIRCRAFT TAX

MAINE	EXCISE TAX BASED ON VALUE DECREASING BY YEAR
MARYLAND	SALES TAX ONLY. NO LOCAL TAX PERMITTED
MICHIGAN	\$.01/ POUND OF MAX T/O WEIGHT IN LIEU OF PROPERTY AND SALES TAX
MISSISSIPPI	REGISTRATION. \$100 UP TO 5500 POUNDS. \$200 FOR HIGHER WEIGHTS
MINNESOTA	REGISTRATION -APPROX \$50. SALES TAX. NO OTHERS
MISSOURI	LOCAL PERSONAL PROPERTY TAX
MONTANA	REGISTRATION FEE BASED ON HP/ ENGINE/AGE
NEBRASKA	LOCAL PROPERTY TAX
NEVADA	LOCAL PROPERTY TAX
NEW JERSEY	NO AIRCRAFT TAX
NEW MEXICO	BY WEIGHT TO DEDICATED AVIA TION FUND. NEW \$.02/ POUND MGW FOR NEW DECREASING TO \$.01 /POUND MGW FOR OLD (OVER 5 YEARS OLD)
NEW YORK	NO AIRCRAFT TAX
NORTH DAKOTA	BASED ON GROSS WEIGHT 2500 LBS - \$75 5000 LBS - \$150
OHIO	MAX TAX \$95
PENNSYLVANIA	SALES TAX ONLY
RHODE ISLAND	BY WEIGHT 2000-3000LBS - \$60 4500-12500LBS - \$160 NO OTHER TAX PERMITTED
SOUTH CAROLINA	NO AIRCRAFT TAX

TENNESSEE

NONE. SALES TAX ON FUEL
NO OTHER TAX PERMITTED

TEXAS

NO AIRCRAFT TAX, NOT EVEN FUEL

VERMONT

5% SALES TAX. NO OTHER TAX
PERMITTED

WASHINGTON

PARTICULARS NOT AVAILABLE BUT
QUITE LOW

WYOMING

NO FEE, SALES TAX
NO PROPERTY TAX FOR PRIVATE
OWNERS

PERSONAL PROPERTY TAX ON AIRCRAFT -

P O I N T P A P E R

Three reasons to change current tax structure

- Tax is inequitable and unfair to minority
- Collection is imprecise, inefficient, and costly
- Has adverse effect on Anchorage economy

>> Current tax is inequitable

- Assembly Memorandum 127.93 cites inconsistencies
- Only 2100 airplane owners now pay \$800,000 in tax
 - Inequity/inconsistency has evolved over time
 - Until mid 70s, ad valorem tax covered all types of motor vehicles
 - In 1976, Municipality began participating in State sponsored Motor Vehicle Registration Tax, utilizing fixed fee schedule
 - Program does not include aircraft
 - For several years, net tax difference between autos and airplanes not significant
 - New car taxed \$60 first year
 - Average Cessna 180 taxed \$150 per year
 - Market value about \$15,000
 - Mill rate averaged 10-12
 - But now the disparity has become extreme
 - New motorhome still taxed \$60 first year
 - Only taxed \$5 after 7 years
 - Same Cessna 180 (now 20+ yrs old) taxed about \$700
 - Most small airplane production has ceased, causing market value to soar to about \$35,000
 - Mill rate pushing 20 in most areas
 - Most motor vehicles benefit from Municipality built and maintained roadways, street lighting, signage, etc.
 - Airplanes receive virtually no benefits or services
 - All aircraft tax revenues go to the general fund
 - Contrary to popular opinion, Merrill Field is not funded by the Municipality
 - It is entirely self supporting

- >> Current tax system is inefficient and costly to administer
 - Difficult to establish true values
 - Many important variables may produce considerable value range for two of same year/model aircraft
 - Engine time
 - Prop type/time/condition
 - Airframe time
 - Avionics
 - Corrosion
 - Interior condition/style
 - Exterior (paint/fabric condition)
 - Modifications (legal/documented?)
 - Completeness of logbooks
 - Compliance with Airworthiness Directives
 - "Book" values only good as a rough guide, yet are used as gospel
 - Requires assessors with special expertise and understanding
 - Methodology contributes to unfairness
 - Fosters disagreements and appeals
 - Almost 10% of assessments are appealed annually
 - Requires staff work to review and investigate
 - Reevaluation and negotiation is time consuming process
 - Unduly burdensome on taxpayers

- >> High airplane tax rate adversely affects Anchorage economy
 - Discourages basing airplanes in Anchorage
 - Many guides and lodge owners have their airplanes worked on and stored elsewhere
 - Many owners keep their planes in the Valley; some as far away as Lower 48 (it "pays" to do so, especially for higher value aircraft)
 - Growth in concerted effort to avoid establishing tax situs here
 - Local businesses suffer
 - Maintenance shops, parts houses, avionics suppliers, restaurants, hotels, taxis, lose business to other communities
 - Costs local jobs
 - Negatively impacts overall Municipal tax base
 - Example: ever decreasing # of planes at Merrill
 - Lost tiedown fees
 - Decreased fuel sales
 - Number of Fixed Base Operators declining

J. Glen Harper
12011 Shore Circle
Anchorage, AK 99515-3131

March 26, 1993

Honorable Representative Harley Olberg
State Capital
Juneau, AK 99801-1182

Dear Representative:

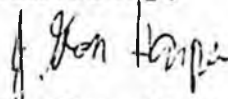
Please support amendment to AS 29.45.050, proposed/supported by Representative Mark Hanley and Senator Rick Halford; it will allow partial exemptions from Ad Valorem personal property tax at the municipal level on airplanes.

I own as 26 year old Cessna, value \$25,000, which is taxed at approximately \$500 per year. I drive a 12 year old car and do not have a high income. If I drove a late model high priced import luxury car or a motor home, I would pay less than \$100 a year in tax.

Aviation is very much a part of the Alaskan lifestyle and it should not be discriminated against by taxing it out of existence.

Thank you.

Sincerely,



J. Glen Harper

LETTERS OF SUPPORT

04/05/93
11:50:42

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL
WASTEBASKET

From: Mr. Bob Gastrock
13151 Nora Dr.

Anchorage

AK 99515

Tel: 345-0261

Bill# HB 263 Title: TAX EXEMPTION FOR AIRCRAFT
Subject

SUPPORTS THIS LEGISLATION

Message: ALASKA AIRMEN'S ASSOCIATION URGES CRA TO ACT EXPEDITIOUSLY ON HB 263. THIS MEASURE MUST PASS THIS SESSION IN ORDER FOR NUMEROUS TAXPAYERS TO REALIZE PARITY IN 1994. WITH NO KNOWN OPPOSITION AND A STRONG SUPPORTIVE RESOLUTION FROM THE ANCHORAGE ASSEMBLY (AR 93-46 S), THIS BILL SHOU'D GET HIGH PRIORITY.

Entered By: LIOCCRI on 4/ 2/93 PomID 10962 Distribution 7
MSG:
Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

04/12/93
15:36:21

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL
WASTEBASKET

From: Mrs. Carol Merrill
822 South Lane

Anchorage

AK 99508

Tel: 333-8416

Bill# HB 263 Title: TAX EXEMPTION FOR AIRCRAFT
Subject

SUPPORTS THIS LEGISLATION

Message: I WANT YOU TO VOTE IN FAVOR OF PERSONAL PROPERTY EMEPTION FOR
AIRCRAFT.

Entered By: LIOCCRI on 4/12/93 PomID 12825 Distribution 5
MSG:
Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/12/93
15:36:45

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL
WASTEBASKET

From: Mrs. Luella Sutherland
22532 Chamberlane

Chugiak

AK 99567

Tel: 688-3170

Bill# HB 263 Title: TAX EXEMPTION FOR AIRCRAFT
Subject

SUPPORTS THIS LEGISLATION

Message: PLEASE PUSH HB 263 THROUGH THE COMMITTEE FOR A VOTE. ALSO CONSIDER
INCLUDING RESOLUTION 93-46S. THANK YOU.

Entered By: LIOCCRI on 4/12/93 PomID 12830 Distribution 6
MSG:
Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

LINE 1 COL 1

04/12/93
15:36:21

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL
WASTEBASKET

From: Mrs. Carol Merrill
822 South Lane

Anchorage

AK 99508

Tel: 333-8416

Bill# HB 263 Title: TAX EXEMPTION FOR AIRCRAFT
Subject

SUPPORTS THIS LEGISLATION

Message: I WANT YOU TO VOTE IN FAVOR OF PERSONAL PROPERTY EMEMPTION FOR
AIRCRAFT.

Entered By: LIOCCRI on 4/12/93 PomID 12825 Distribution 5

MSG:
Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B LINE 1 COL 1

04/12/93
15:36:45

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL
WASTEBASKET

From: Mrs. Luella Sutherland
22532 Chamberlane

Chugiak

AK 99567

Tel: 688-3170

Bill# HB 263 Title: TAX EXEMPTION FOR AIRCRAFT
Subject

SUPPORTS THIS LEGISLATION

Message: PLEASE PUSH HB 263 THROUGH THE COMMITTEE FOR A VOTE. ALSO CONSIDER
INCLUDING RESOLUTION 93-46S. THANK YOU.

Entered By: LIOCCRI on 4/12/93 PomID 12830 Distribution 6

MSG:
Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B LINE 1 COL 1

04/05/93
11:50:42

PUBLIC OPINION MESSAGE SYSTEM
MEMBER OFFICE OLB Olberg

POMS100
LHSCALL
WASTEBASKET

From: Mr. Bob Gastrock
13151 Nora Dr.

Anchorage AK 99515 Tel: 345-0261

Bill# HB 263 Title: TAX EXEMPTION FOR AIRCRAFT
Subject

SUPPORTS THIS LEGISLATION

Message: ALASKA AIRMEN'S ASSOCIATION URGES CRA TO ACT EXPEDITIOUSLY ON HB 263. THIS MEASURE MUST PASS THIS SESSION IN ORDER FOR NUMEROUS TAXPAYERS TO REALIZE PARITY IN 1994. WITH NO KNOWN OPPOSITION AND A STRONG SUPPORTIVE RESOLUTION FROM THE ANCHORAGE ASSEMBLY (AR 93-46 S), THIS BILL SHOULD GET HIGH PRIORITY.

Entered By: LIOCCRI on 4/ 2/93 PomID 10962 Distribution 7
MSG:
Enter Next Message PF4 Menu PF6 WasteBasket PF7 Previous POM PF10 BigWaste

4B

Revision Date: 1/26/94 Dept. Affected: Community & Regional Affairs
 Title: "An Act relating to a municipal property tax exemption for aircraft." BRU: _____
 Sponsor: Hanley Component: _____
 Requestor: _____ COMPONENT SERIAL NO. _____

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00
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						
---------	--	--	--	--	--	--

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

FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

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

Estimate of current (FY93) impact \$ none

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Remond Henderson Director Phone: 465-4708
 Division: Administrative Services Date: 1/26/94
 Approved by Commissioner: [Signature] Deputy Commissioner Date: 1/26/94
 Agency: Community & Regional Affairs

PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE
 For further distribution information call the Governor's Legislative Office