

ALASKA LEGISLATURE COMMITTEE FILES 2007-2008 STRA 12790



Fairbanks North Star Borough

Department of Law

809 Pioneer Road • PO Box 71267 • Fairbanks, AK 99707 - (907) 459-1318 FAX 459-1155

March 23, 2007

VIA FACSIMILE: 907-465-2819

Representative Anna Fairclough
State Capitol, Room 411
Juneau, AK 99801-1182

Representative Fairclough:

Thank you for the opportunity to comment on the questions posed by the Municipality of Anchorage, through Mr. Johnson's e-mail. After receiving a copy of the e-mail, I contacted Rhonda Fehlen Westover, Deputy Municipal Attorney for the Municipality of Anchorage. We agreed, after an extensive discussion of HB 185, including its impacts on our respective municipalities, to provide you with a joint response, and we are authorized on behalf of our respective governmental entities, to support HB 185.

We are both confident the new clause 3, at line 19, page 2, is constitutional. Alaska's Constitution provides that service areas "may be established, altered, or abolished" by the Assembly, subject to the provisions of law or charter. Thus, while state law could certainly add additional requirements, our Constitution only requires assembly approval. HB 185 preserves this constitutional requirement.

With respect to charter provisions, Alaska Statute 29.35.450 is one of the limitations on home rule powers, and supersedes charter provisions. A charter amendment is not necessary to implement HB 185 if approved by the legislature.

If you have any further questions, please feel free to contact either or both of us.

Sincerely,

FAIRBANKS NORTH STAR BOROUGH

MUNICIPALITY OF ANCHORAGE

A. René Broker
Borough Attorney

Rhonda Fehlen Westover
Deputy Municipal Attorney

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By: Randy Frank
Tim Beck
Introduced: 02/08/07
Substituted: 02/08/07
Adopted: 02/08/07

FAIRBANKS NORTH STAR BOROUGH

RESOLUTION NO. 2007 - 04

A RESOLUTION ASKING THE ALASKA STATE LEGISLATURE TO MODIFY STATE LAW CONCERNING SERVICE AREA ALTERATIONS

WHEREAS, it is the responsibility of local governments to ensure service areas are established, operated, and altered in a manner consistent with the constitutional purpose of service areas and the overall public good; and

WHEREAS, the Fairbanks North Star Borough Assembly supports legislative changes that would enable local governments to exercise appropriate control and management of its service areas; and

WHEREAS, the Assembly recently placed a request for a state law change concerning service area alterations on its 2007 legislative priority list; and

WHEREAS, the previously suggested language would only permit the assembly to include property in a road service area if the property utilizes the road services area's roads; and

WHEREAS, as a matter of fairness, the assembly should also have the right to remove property from a road service area if the property does not utilize the road service area's roads.

NOW, THEREFORE, BE IT RESOLVED that the Assembly of the Fairbanks North Star Borough supports the following change to AS 29.35.450(a):

(a) A service area to provide special services in a borough or unified municipality may be established, operated, altered, or abolished by ordinance, subject to (c) of this section except that:

(1) no vote of the area proposed to be included into a road service area shall be required if the area proposed to be included utilizes the road service area's roads for either its sole or its legally required subdivision access; and

(2) no vote should be required to alter the boundaries of a road service area to exclude an area that does not utilize the road service area's roads for either its sole or its legally required subdivision access.

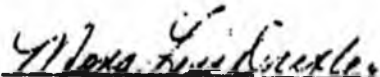
47 BE IT FURTHER RESOLVED that the Assembly request the Alaska
 48 State Legislature to modify the current language in AS29.35.450(a) concerning service
 49 area alterations as noted above.

50
 51 BE IT FURTHER RESOLVED, that copies of this resolution shall be sent
 52 to the Alaska Interior Delegation.

53
 54 PASSED AND APPROVED THIS 8th DAY OF FEBRUARY 2007.


 Luke Hopkins
 Presiding Officer

ATTEST.


 Mona Lisa Drexler, CMC
 Municipal Borough Clerk

55
 56 Ayes: Bartos, Beck, Frank, Foote, Winters, Musick, Therran, Rex, Hopkins
 57 Noes: None
 58

**CITY OF CORDOVA, ALASKA
RESOLUTION 04-07-17**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORDOVA,
ALASKA, OPPOSING THE PROPOSED USER FEE SYSTEM AND AVIATION
GASOLINE TAX INCREASE PROPOSED BY THE
FEDERAL AVIATION ADMINISTRATION (FAA)**

WHEREAS, the FAA wants to change its funding mechanism from an excise tax to a system of user fees and eliminate congressional oversight on FAA spending; and

WHEREAS, the FAA wants to raise general aviation gasoline taxes 366% from 21.9 to 70.1 cents per gallon; and

WHEREAS, the Aviation Trust Fund, the primary source of FAA funding, is growing and not running out of money; and

WHEREAS, the U.S. air transportation system is the safest, most efficient, and largest in the world; and

WHEREAS, the general aviation is an important part of the Alaskan economy; and

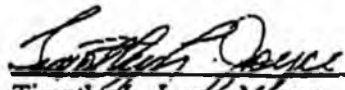
WHEREAS, general aviation in Cordova plays a critical role in supporting the commercial fishing industry, the tourism industry and local access to remote locations; and

WHEREAS, increased costs to the general aviation industry in Cordova will create unneeded hardships on all of our residents.

NOW, THEREFORE, BE RESOLVED that the City of Cordova, strongly opposes the proposed user fee system and aviation gasoline tax increase proposed by the FAA.

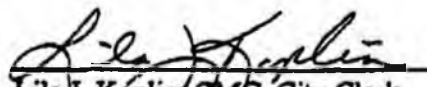
PASSED AND APPROVED THIS 18TH DAY OF APRIL, 2007.





Timothy L. Joyce, Mayor

ATTEST:



Lila J. Koplin, CMC, City Clerk

Private road: a road or driveway on privately owned property, limited to the use of the owner or a group of owners who share the use and maintain the road without help from a government agency. A private road has not been given to a government entity (like a borough, city, or state) and accepted by that entity for public use.

Public Road: A road maintained by a government agency or a road that has been given to a government entity (like a borough, city or state and accepted by that entity for public use.

*The lady testifying
gave this to me -*

CS FOR HOUSE BILL NO. 185(CRA)

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-FIFTH LEGISLATURE - FIRST SESSION

BY THE HOUSE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Offered: 3/28/07

Referred: Transportation

Sponsor(s): REPRESENTATIVE COGHILL

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to certain municipal service areas that provide road services."**

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

3 *** Section 1. AS 29.35.450(c) is amended to read:**

4 (c) If voters reside within a service area that provides road, fire protection, or
5 parks and recreation services, abolishment of the service area is subject to approval by
6 the majority of the voters residing in the service area who vote on the question. A
7 service area that provides road, fire protection, or parks and recreation services in
8 which voters reside may not be abolished and replaced by a larger service area unless
9 that proposal is approved, separately, by a majority of the voters who vote on the
10 question residing in the existing service area and by a majority of the voters who vote
11 on the question residing in the area proposed to be included within the new service
12 area but outside of the existing service area. A service area that provides road, fire
13 protection, or parks and recreation services in which voters reside may not be altered
14 or combined with another service area unless that proposal is approved, separately, by
15 a majority of the voters who vote on the question and who reside in each of the service

1 areas or in the area outside of service areas that is affected by the proposal. This
 2 subsection does not apply

3 (1) to a proposed change to a service area that provides fire protection
 4 services that would result in increasing the number of parcels of land in the service
 5 area or successor service area if the increase is not more than six percent and would
 6 add not more than 1,000 residents;

7 (2) [. THIS SUBSECTION DOES NOT APPLY] in a second class
 8 borough to abolishment of a road service area or consolidation of two or more road
 9 service areas if

10 (A) [(1)] taxes have not been levied in the service area for road
 11 maintenance or construction during the last 12 months and there is no balance
 12 in any account available to pay for these road services for the service area;

13 (B) [(2)] during the last 12 months, the service area board has
 14 not met with a quorum present and in accordance with law; or

15 (C) [(3)] there are no road maintenance contracts in effect for
 16 the service area or the existing road maintenance contracts fail to provide for
 17 minimum road standards required by law that are necessary to protect the
 18 borough from civil liability;

19 (3) to require approval by the voters residing in a subdivision or
 20 parcel proposed to be added to a road service area if roads maintained by the
 21 service area provide the only access to the subdivision or parcel or provide access
 22 to the subdivision or parcel that is required by the subdivision plat or by other
 23 regulation or ordinance;

24 (4) to a change in the boundaries of a road service area to exclude
 25 a subdivision or parcel that does not rely on the use of roads maintained by the
 26 service area for the subdivision's or parcel's only access or for access that is
 27 required by the subdivision plat or by other regulation or ordinance.

ALASKA STATE HOUSE OF REPRESENTATIVES

**Contact:**

Interim Address:

**3340 Badger Road
North Pole, AK 99705
(907)-488-5725
Fax# (907)-488-4271**

Session

**(907)-465-3719
FAX# (907)-465-3258
State Capitol
Room 204**

REPRESENTATIVE JOHN COGHILL

Sponsor Statement

House Bill 185 provides boroughs with a means of altering existing road service area boundaries to ensure taxpayer fairness among residents of service areas.

A service area is a taxing jurisdiction within a borough that has been established to provide special services such as road maintenance or fire protection. These services are requested and approved by voters residing within a specific area.

State law permits borough residents living outside a service area to use service area roads for their sole or legally required access. These residents derive a direct benefit equal to residents within the service area, yet they can refuse to contribute to the costs of construction or maintenance of these roads by voting down any annexation attempt. These state mandated annexation votes typically fail as individuals are reluctant to join a service area when they can instead use these maintained roads for free.

HB 185 amends state law by allowing a service area to vote to annex property that uses its roads for their sole or legally required access without a separate vote of the property to be annexed.

A second issue arises where residents of a service area are required to pay into a service area even though they do not utilize the service area roads for access to their property. Service areas, however, are often reluctant to vote to remove property from the service area because it effectively raises taxes on the remaining property owners.

HB 185 amends state law by allowing a borough assembly to exercise its judgment to alter, by ordinance, a service area boundary to exclude a property that does not use service area roads as its sole or legally required access.



Fairbanks North Star Borough

Department of Law

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March 23, 2007

VIA FACSIMILE: 907-465-2819

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MUNICIPALITY OF ANCHORAGE

A. René Broker
Borough Attorney

Rhonda Fehlen Westover
Deputy Municipal Attorney

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By: Randy Frank
Tim Beck
Introduced: 02/08/07
Substituted: 02/08/07
Adopted: 02/08/07

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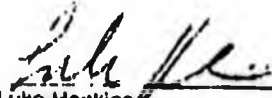
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 Presiding Officer

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 Municipal Borough Clerk

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WHEREAS, the general aviation is an important part of the Alaskan economy; and

WHEREAS, general aviation in Cordova plays a critical role in supporting the commercial fishing industry, the tourism industry and local access to remote locations; and

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NOW, THEREFORE, BE RESOLVED that the City of Cordova, strongly opposes the proposed user fee system and aviation gasoline tax increase proposed by the FAA.

PASSED AND APPROVED THIS 18TH DAY OF APRIL, 2007.




Timothy L. Joyce, Mayor

ATTEST:


Lila J. Koplin, CMC, City Clerk

HJR

18

FISCAL NOTE

STATE OF ALASKA
2007 LEGISLATIVE SESSION

Fiscal Note Number: 1
Bill Version: CSHJR 18(TRA)
(H) Publish Date: 4/20/07

Revision Date/Time (Note if correction): _____ Dept. Affected: Legislature
Title: "Opposing the enactment of the provisions in the RDU Legislative Council
Next Generation Transportation System Financing Reform..." Component Council and Subcommittees
Sponsor: Representative Johansen
Requester: House Transportation Committee Component No. 783

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

| OPERATING EXPENDITURES | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 |
|------------------------|------------|------------|------------|------------|------------|------------|
| Personal Services | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Travel | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Contractual | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Supplies | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Equipment | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Land & Structures | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Grants & Claims | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Miscellaneous | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL OPERATING | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| | | | | | | |
|-----------------------------|------------|------------|------------|------------|------------|------------|
| CAPITAL 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 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 1005 GF/Program Receipts | | | | | | |
| 1037 GF/Mental Health | | | | | | |
| Other (Specify Type--Do not abbreviate) | | | | | | |
| TOTAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Estimate of any current year (FY2007) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal:

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)

This legislation has zero fiscal impact on the Legislative Affairs Agency.

Prepared by: Karla Schofield, Deputy Director Phone 465-6626
Division: Legislative Affairs Agency Date/Time 4/5/07 4:24 PM
Approved by: Pamela Varni, Executive Director Date 4/5/2007
Agency: Legislative Affairs Agency

**ALASKA STATE LEGISLATURE
HOUSE JOINT RESOLUTION NO. 18**

HISTORY IN THE HOUSE

HISTORY IN THE SENATE

2007
4/5
4/20
4/24
4/24

Read first time and referred to:
TRA

TRA RPT CS(TRA) New Title
5 DP DNP NR AM
FN OFN / Prev: FN OFN

Read second time
4/24 CS(TRA) Adopted New Title
 Amended _____
4/24 UC Advanced / 3rd Rdg. _____

Read third time
 Title Amendment
 Return to 2nd & amended _____

4/24 Passed Y 36 N E 4 A
 EFD same or Y _____ N _____ E _____ A _____

Reconsideration
Reconsideration not taken up
 Title Amendment
 Return to 2nd & amended _____

Passed/Rec Y _____ N _____ E _____ A _____
 EFD same or Y _____ N _____ E _____ A _____

4/24 **Engrossed, signed by the Speaker
Transmitted to the Senate**
Seip
Chief Clerk of the House

2007
4/25

Read first time and referred to:
TRA

RPT SCS() NT: SCR
DP DNP NR AM
FN OFN / Prev: FN OFN
To: _____

RPT SCS() NT: SCR
DP DNP NR AM
FN OFN / Prev: FN OFN
To: _____

RPT SCS() NT: SCR
DP DNP NR AM
FN OFN / Prev: FN OFN
To: _____

Read second time
 SCS() Adopted New Title
SCR No. _____
 Amended _____
 _____ Advanced / 3rd Rdg. _____

Read third time
 Title Amendment
 Return to 2nd & amended _____

Passed Y _____ N _____ E _____ A _____
 EFD same or Y _____ N _____ E _____ A _____

Reconsideration
Reconsideration not taken up
 Title Amendment
 Return to 2nd & amended _____

Passed/Rec Y _____ N _____ E _____ A _____
 EFD same or Y _____ N _____ E _____ A _____

**Engrossed, signed by the President
Returned to the House**
Secretary of the Senate

HOUSE-SENATE HISTORY (continued)

20

Version Received from the Senate:

Concur in Senate Amendment
 Y ___ N ___ E ___ A ___
 EFD same or Y ___ N ___ E ___ A ___

Failed concur in Senate amd., ask Senate recede
 Y ___ N ___ E ___ A ___

Senate failed to recede from amendment
 Y ___ N ___ E ___ A ___

CC appointed by House _____ **Chair**

CC appointed by Senate _____ **Chair**

(H) Granted Limited Powers of Free Conference

(S) Granted Limited Powers of Free Conference

20

(H) Adopted CC Rpt _____
 Y ___ N ___ E ___ A ___
 EFD same or Y ___ N ___ E ___ A ___

(S) Adopted CC Rpt _____
 Y ___ N ___ E ___ A ___
 EFD same or Y ___ N ___ E ___ A ___

Sent to enrolling

Received from Enrolling _____ **Manifest Error**

Sent to Governor

_____ **By Governor**

Legislative Resolve No. _____

Filed with Lieutenant Governor _____

History in the House

| | | | | |
|----|----|------|---|---|
| EN | 24 | 1981 | 1 | 1 |
| DB | 24 | 1981 | 1 | 1 |
| HR | 24 | 1981 | 1 | 1 |
| EN | 24 | 1981 | 1 | 1 |
| DB | 24 | 1981 | 1 | 1 |
| HR | 24 | 1981 | 1 | 1 |
| EN | 24 | 1981 | 1 | 1 |
| DB | 24 | 1981 | 1 | 1 |
| HR | 24 | 1981 | 1 | 1 |
| EN | 24 | 1981 | 1 | 1 |
| DB | 24 | 1981 | 1 | 1 |
| HR | 24 | 1981 | 1 | 1 |

History in the Senate

| | | | | |
|----|----|------|---|---|
| EN | 24 | 1981 | 1 | 1 |
| DB | 24 | 1981 | 1 | 1 |
| HR | 24 | 1981 | 1 | 1 |
| EN | 24 | 1981 | 1 | 1 |
| DB | 24 | 1981 | 1 | 1 |
| HR | 24 | 1981 | 1 | 1 |
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| HR | 24 | 1981 | 1 | 1 |
| EN | 24 | 1981 | 1 | 1 |
| DB | 24 | 1981 | 1 | 1 |
| HR | 24 | 1981 | 1 | 1 |

25-LS0830L

Kane

5/1/07

**CS FOR HOUSE JOINT RESOLUTION NO. 18()
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FIFTH LEGISLATURE - FIRST SESSION**

BY

**Offered:
Referred:**

Sponsor(s): REPRESENTATIVES JOHANSEN, Neuman, Fairclough, Thomas, Nelson, Crawford, Buch, Lynn, Guttenberg, Harris, Kelly, Meyer

A RESOLUTION

1 **Opposing the enactment of the provisions in the Next Generation Air Transportation**
2 **System Financing Reform Act of 2007 that impose air traffic control user fees, increase**
3 **aviation fuel and aviation gas taxes on the operators of propeller-driven or rotor-**
4 **equipped aircraft used for transportation between points within the State of Alaska,**
5 **reduce airport funding, and reduce Congressional oversight of the Federal Aviation**
6 **Administration.**

Original

7 **BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

8 **WHEREAS**, because of Alaska's geography and its many isolated communities
9 without road access, the state has historically relied heavily on general aviation as a major
10 component of its transportation system; and

11 **WHEREAS** the people of Alaska continue to depend on general aviation to move and
12 distribute mail, supplies, goods, and people around the state; and

13 **WHEREAS**, as of May 1999, Alaska had 10,605 licensed pilots and 8,053 registered
14 aircraft, approximately one pilot and one aircraft for every 61 Alaskans; and

1 **WHEREAS** it is estimated Alaska has about six times as many pilots per capita and
2 16 times as many aircraft per capita as the rest of the United States; and

3 **WHEREAS** Alaska ranks sixth in the total number of airports with 583, including
4 heliports and seaplane bases, a number that equals approximately 3.5 percent of the total
5 number of airports in the United States; and

6 **WHEREAS** Alaska is among the top states in the number of seaplane bases with 102,
7 approximately 25 percent of the United States total; and

8 **WHEREAS** Alaska has two of the world's largest seaplane bases in the world with
9 Lake Hood in Anchorage, which accommodates more than 800 takeoffs and landings on a
10 peak summer day, and Ketchikan, where approximately 16,000 takeoffs and landings by
11 seaplanes and general aviation planes occur in each month in the summer; and

12 **WHEREAS** H.R. 1356 and S. 1076, companion bills proposing the Next Generation
13 Air Transportation System Financing Reform Act of 2007, that are pending before the United
14 States Congress would increase the tax on aviation gas from 19.4 cents a gallon to 70 cents a
15 gallon and the tax on aviation fuel from 21.9 cents a gallon to 70 cents a gallon and would
16 implement fees associated with the use of the National Airspace System; and

17 **WHEREAS** the Next Generation Air Transportation System Financing Reform Act of
18 2007 proposes to remove Congressional oversight of the Federal Aviation Administration;
19 and

20 **WHEREAS** because of Alaska's unique geography and dependence on general
21 aviation, such an increase in taxes, implementation of user fees, and reduction of airport
22 funding would be detrimental to the economy of this state and would have a particularly harsh
23 impact on many isolated rural communities;

24 **BE IT RESOLVED** that the Alaska State Legislature respectfully opposes the
25 enactment of the provisions in the Next Generation Air Transportation System Financing
26 Reform Act of 2007 that impose user fees, increase aviation fuel and aviation gas taxes on the
27 operators of propeller-driven or rotor-equipped aircraft used for transportation between points
28 within the State of Alaska, reduce airport funding, and reduce Congressional oversight of the
29 Federal Aviation Administration.

30 **COPIES** of this resolution shall be sent to the Honorable Bart Gordon, Chair of the
31 U.S. House of Representatives Committee on Science and Technology; the Honorable Ralph

1 Hall, Ranking Member of the U.S. House of Representatives Committee on Science and
2 Technology; the Honorable Mark Udall, Chair of the Subcommittee on Science and
3 Aeronautics of the U.S. House of Representatives Committee on Science and Technology; the
4 Honorable Ken Calvert, Ranking Member of the Subcommittee on Science and Aeronautics
5 of the U.S. House of Representatives Committee on Science and Technology; the Honorable
6 James Oberstar, Chair of the U.S. House of Representatives Committee on Transportation and
7 Infrastructure; the Honorable John L. Mica, Ranking Member of the U.S. House of
8 Representatives Committee on Transportation and Infrastructure; the Honorable Jerry F.
9 Costello, Chair of the Subcommittee on Aviation of the U.S. House of Representatives
10 Committee on Transportation and Infrastructure; the Honorable Thomas E. Petri, Ranking
11 Member of the Subcommittee on Aviation of the U.S. House of Representatives Committee
12 on Transportation and Infrastructure; the Honorable Charles B. Rangel, Chair of the U.S.
13 House of Representatives Committee on Ways and Means; the Honorable Jim McCrery,
14 Ranking Member of the U.S. House of Representatives Committee on Ways and Means; the
15 Honorable Daniel Inouye, Chair of the U.S. Senate Committee on Commerce, Science, and
16 Transportation; the Honorable John D. Rockefeller IV, Chair of the Subcommittee on
17 Aviation Operations, Safety, and Security of the U.S. Senate Committee on Commerce,
18 Science, and Transportation; the Honorable Trent Lott, Ranking Member of the
19 Subcommittee on Aviation Operations, Safety, and Security of the U.S. Senate Committee on
20 Commerce, Science, and Transportation; the Honorable John Katz, Director of State and
21 Federal Relations and Special Counsel to the Governor of Alaska; and the Honorable Ted
22 Stevens and the Honorable Lisa Murkowski, U.S. Senators, and the Honorable Don Young,
23 U.S. Representative, members of the Alaska delegation in Congress.

CS FOR HOUSE JOINT RESOLUTION NO. 18(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FIFTH LEGISLATURE - FIRST SESSION

BY THE HOUSE TRANSPORTATION COMMITTEE

Offered: 4/20/07
Referred: Rules

Sponsor(s): REPRESENTATIVES JOHANSEN, Neuman, Fairclough, Thomas, Nelson, Crawford, Buch, Lynn, Guttenberg, Harris, Kelly

A RESOLUTION

1 **Opposing the enactment of the provisions in the Next Generation Air Transportation**
 2 **System Financing Reform Act of 2007 that impose air traffic control user fees, increase**
 3 **aviation fuel and aviation gas taxes, reduce airport funding, and reduce Congressional**
 4 **oversight of the Federal Aviation Administration.**

5 **BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

6 **WHEREAS**, because of Alaska's geography and its many isolated communities
 7 without road access, the state has historically relied heavily on general aviation as a major
 8 component of its transportation system; and

9 **WHEREAS** the people of Alaska continue to depend on general aviation to move and
 10 distribute mail, supplies, goods, and people around the state; and

11 **WHEREAS**, as of May 1999, Alaska had 10,605 ^{licensed} registered pilots and 8,053
 12 registered aircraft, approximately one pilot and one aircraft for every 61 Alaskans; and

13 **WHEREAS** it is estimated Alaska has about six times as many pilots per capita and
 14 16 times as many aircraft per capita as the rest of the United States; and

15 **WHEREAS** Alaska ranks sixth in the total number of airports with 583, including

H

HJR018b

-1-

CSHJR 18(TRA)

COMMITTEE COPY

New Text Underlined [DELETED TEXT BRACKETED]

ENGROSSED

1 heliports and seaplane bases, a number that equals approximately 3.5 percent of the total
2 number of airports in the United States; and

3 **WHEREAS** Alaska is among the top states in the number of seaplane bases with 102,
4 approximately 25 percent of the United States total; and

5 **WHEREAS** Alaska has two of the world's largest seaplane bases in the world with
6 Lake Hood in Anchorage, which accommodates more than 800 takeoffs and landings on a
7 peak summer day, and Ketchikan, where approximately 16,000 takeoffs and landings by
8 seaplanes and general aviation planes occur in each month in the summer; and

9 **WHEREAS** H.R. 1356 and S. 1076, companion bills proposing the Next Generation
10 Air Transportation System Financing Reform Act of 2007, that are pending before the United
11 States Congress would increase the tax on aviation gas from 19.4 cents a gallon to 70 cents a
12 gallon and the tax on aviation fuel from 21.9 cents a gallon to 70 cents a gallon and would
13 implement fees associated with the use of the National Airspace System; and

14 **WHEREAS** the Next Generation Air Transportation System Financing Reform Act of
15 2007 proposes to remove Congressional oversight of the Federal Aviation Administration;
16 and

17 **WHEREAS** because of Alaska's unique geography and dependence on general
18 aviation, such an increase in taxes, implementation of user fees, and reduction of airport
19 funding would be detrimental to the economy of this state and would have a particularly harsh
20 impact on many isolated rural communities;

21 **BE IT RESOLVED** that the Alaska State Legislature respectfully opposes the
22 enactment of the provisions in the Next Generation Air Transportation System Financing
23 Reform Act of 2007 that impose user fees, increase aviation fuel and aviation gas taxes,
24 reduce airport funding, and reduce Congressional oversight of the Federal Aviation
25 Administration.

26 **COPIES** of this resolution shall be sent to the Honorable Bart Gordon, Chair of the
27 U.S. House of Representatives Committee on Science and Technology; the Honorable Ralph
28 Hall, Ranking Member of the U.S. House of Representatives Committee on Science and
29 Technology; the Honorable Mark Udall, Chair of the Subcommittee on Science and
30 Aeronautics of the U.S. House of Representatives Committee on Science and Technology; the
31 Honorable Ken Calvert, Ranking Member of the Subcommittee on Science and Aeronautics

1 of the U.S. House of Representatives Committee on Science and Technology; the Honorable
2 James Oberstar, Chair of the U.S. House of Representatives Committee on Transportation and
3 Infrastructure; the Honorable John L. Mica, Ranking Member of the U.S. House of
4 Representatives Committee on Transportation and Infrastructure; the Honorable Jerry F.
5 Costello, Chair of the Subcommittee on Aviation of the U.S. House of Representatives
6 Committee on Transportation and Infrastructure; the Honorable Thomas E. Petri, Ranking
7 Member of the Subcommittee on Aviation of the U.S. House of Representatives Committee
8 on Transportation and Infrastructure; the Honorable Charles B. Rangel, Chair of the U.S.
9 House of Representatives Committee on Ways and Means; the Honorable Jim McCrery,
10 Ranking Member of the U.S. House of Representatives Committee on Ways and Means; the
11 Honorable Daniel Inouye, Chair of the U.S. Senate Committee on Commerce, Science, and
12 Transportation; the Honorable John D. Rockefeller IV, Chair of the Subcommittee on
13 Aviation Operations, Safety, and Security of the U.S. Senate Committee on Commerce,
14 Science, and Transportation; the Honorable Trent Lott, Ranking Member of the
15 Subcommittee on Aviation Operations, Safety, and Security of the U.S. Senate Committee on
16 Commerce, Science, and Transportation; the Honorable John Katz, Director of State and
17 Federal Relations and Special Counsel to the Governor of Alaska; and the Honorable Ted
18 Stevens and the Honorable Lisa Murkowski, U.S. Senators, and the Honorable Don Young,
19 U.S. Representative, members of the Alaska delegation in Congress.

ALASKA STATE LEGISLATURE

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Interim:
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Ketchikan, AK 99901
(907) 247-4672
Fax (907) 225-8546



Chair
Transportation

Vice Chair
Fisheries

Member
Economic Development,
Trade and Tourism
State Affairs

REPRESENTATIVE KYLE JOHANSEN DISTRICT ONE

April 24, 2007

Senator Albert Kookesh, Chairman
Senate Transportation Committee
State Capitol, Room 11

Re: HJR 18 Opposition to Next Generation Air Transportation System Financing Reform Act of 2007 (NextGen)

Chairman Kookesh, *Albert*

I respectfully request that you schedule HJR 18 to be heard in your committee at your earliest convenience. HJR 18 opposes the "Next Generation Air Transportation System Financing Reform Act of 2007." This federal legislation will be unfavorable to Alaskans in a few different ways:

1. It will increase the tax on aviation gas from 19.4 cents per gallon to 70 cents per gallon and 21.9 cents per gallon to 70 cents per gallon on jet fuel.
2. It will reduce Congressional oversight of the Federal Aviation Administration, which decreases individual state input.
3. Decreases federal airport funding by \$1 billion.

More specifically, The NextGen legislation's gas tax increase of more than a 250% per gallon will be detrimental to general aviation in Alaska. With gas prices already on the rise, an increase this substantial would negatively impact Alaska's economy.

A reduction in Congressional oversight of the FAA would reduce the individual state input and put it into the hands of a smaller board of only 13 members. This would be beneficial to large airline hubs, but not to the unique needs of Alaska.

A \$1 billion cut to Airport Improvement Program (AIP) funds makes it more difficult for Alaska to acquire federal money to improve airport facilities. This \$1 billion cut is one-third of overall funding for the AIP.

Enclosed is a copy of HJR 18, a sponsor statement, one fiscal note, two letters from Alaskan air associations, a letter from John Torgerson, Deputy Commissioner of Aviation for the DOT, an Anchorage Daily News article about the aviation fuel increase, and a press release from the National Business Aviation Association about the impact on small businesses and rural areas.

If you have any questions, please contact my staff, Sonia Christensen at x3424.

Respectfully,

Kyle
Representative Kyle Johansen

ALASKA STATE LEGISLATURE

Session:
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Chair
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Vice Chair
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State Affairs

REPRESENTATIVE KYLE JOHANSEN
DISTRICT ONE

Sponsor Statement – House Joint Resolution 18

Alaska depends heavily on general aviation to move and distribute mail, supplies, goods, and people around the state. In 1999, Alaska had 10,605 registered pilots and 8,053 registered aircrafts. In many rural communities, aviation is the only means of transportation to and from larger cities for goods, supplies, and medical treatment.

Federal legislation called the "Next Generation Transportation System Financing Reform Act of 2007" (HB 1356 and SB1076) is pending before Congress. Passage of this legislation would impose a dramatic increase in jet fuel and aviation gas taxes. The proposed legislation will increase aviation gas from 19.4 cents per gallon to 70 cents per gallon and aviation fuel from 21.9 cents per gallon to 70 cents per gallon. Such a tax increase will have an immediate negative impact on the people of Alaska and their transportation needs.

HJR 18 brings the negative impact of the tax increase and other problematic parts of the bills to the attention of Alaska's Congressional delegation and other key members of Congress. It also urges them to oppose the legislation.



AIRCRAFT OWNERS AND PILOTS ASSOCIATION

April 19, 2007

Representative Kyle Johansen
State Capitol, Room 13
Juneau, AK 99801-1182

Dear Representative Johansen:

The Aircraft Owners and Pilots Association (AOPA) is a membership association consisting of over 411,000 pilots and aircraft owners nationwide, 4,200 of whom reside in the state of Alaska. AOPA is committed to ensuring the continued viability of general aviation in Alaska and the United States.

The Aircraft Owners and Pilots Association strongly supports House Joint Resolution 18, which opposes provisions of the Next Generation Air Transportation System Financing Reform Act of 2007. There are several elements of this federal legislation which we believe would be detrimental to general aviation, especially in Alaska.

The proposed legislation would dramatically increase fuel taxes, raising them from 19.4, to 70 cents per gallon. With fuel prices already at very high levels within the state, this would place an economic burden which not only impacts aircraft owners and operators, but businesses that support general aviation, and communities which rely on aviation for basic transportation and access.

Another provision of the bill seeks to change from the excise tax which has successfully funded the FAA for many years, to a user fee system. AOPA believes that charging for services and access to airspace could lead to a decline in aviation safety, as users avoid services in an attempt to manage cost. Alaska already has the highest accident rate in the nation. The aviation community and FAA in Alaska are working to improve safety both for pilots and the public which relies on aviation for transportation, delivery of groceries, mail and medical evacuation. User fees could undermine these efforts.

The implementation of a user fee system also calls for a change in organizational structure that will lead to a loss of congressional oversight of the FAA. This change reduces the ability of Alaska's congressional delegation to be able to obtain fair and equitable treatment for Alaskans in cases where federal mandates don't fit the unique challenges of Alaska's weather and geographic setting.

TOM GEORGE
ALASKA REGIONAL REPRESENTATIVE
PERSONAL ADDRESS: P.O. Box 83750 FAIRBANKS, AK 99708
907-388-9955 (PHONE) 907-455-9001 (FAX)
E-MAIL: tom.george@aopa.org

Finally, the proposed federal legislation proposes to reduce overall funding for the nation's airports by approximately one billion dollars. This level of funding for the Airport Improvement Program will reduce the main source of funding the state counts on for construction and expansion of our airport system.

We thank you for sponsoring this resolution and your support on behalf of our members in Alaska.

Sincerely,



Tom George
Alaska Regional Representative

TOM GEORGE
ALASKA REGIONAL REPRESENTATIVE
PERSONAL ADDRESS: P.O. Box 83750 FAIRBANKS, AK 99708
907-388-9955 (PHONE) 907-455-9001 (FAX)
E-MAIL: tom.george@aopa.org



ALASKA AIRMEN'S ASSOCIATION, INC.

February 28, 2007

Senator Lisa Murkowski
 322 Hart Senate Building
 Washington, D.C. 20510
 Fax number (202) 224-5303

Dear Senator Murkowski,

We are shocked and amazed at the audacious current proposal for the FAA reauthorization, which would drastically change the way the country's aviation is funded. Congress needs to retain oversight of the FAA and not let a private committee of FAA bureaucrats and airline executives take control. If they cannot run airlines efficiently and successfully who would trust them with the NAS?

Based on projections, using the Office of Management and Budget data, the current system of taxing fuel used by general aviation and the passenger tax on commercial airlines, adequately funds the FAA. Drastic change is not needed to fix that which is not broken.

The proposal would cut the Airlines taxes by \$600 million and shift the burden onto general aviation by increasing their tax by 19.4 to 70.1 cents for Avgas and from 21.8 to 70.1 cents for Jet Fuel. The tax on a Boeing 747 would be the same as the tax on a C.206. Since 9/11 the airlines have already received considerable subsidies and by now ought to manage their affairs better. With the onset of low cost carriers, the tax on the commercial airlines decreased because it is based on the price of a ticket. Base it on real costs; such as miles flown and class of airspace used. The latter would let users share the costs of operating those expensive hubs.

The most costly parts of operating the NAS are the hub and spoke system created by the airlines throughout the country. Alaska's NAS is below parity with the rest of the country. Alaskans rely on aviation, more than any other state, for transportation for people and goods by small airplanes. The increase by 300% on fuel tax would jeopardize air travel throughout the state both for the small commercial operators as well as general aviation.

In Alaska where 90% of the state is not accessible by road, flights for medical reasons, flights for intercity school sports, and flights for food supplies would all become too costly to operate. Small airline operators would go out of business. Hunting and fishing guides would have to increase their rates to such an extent that visitors would balk at coming to Alaska.

Similar taxes in Europe have virtually killed general aviation. The audacity to inflict this burden, in particular on Alaska, when the FAA does not provide a NAS that has parity with the lower 48, is unbelievable and needs to be stopped immediately. We commend you for your support of general aviation in the past and urge you to take decisive action against this travesty.

Sincerely,

Felix Maguire, Chair
 Legislative and Government Affairs
 Alaska Airmen's Association

SERVING GENERAL AVIATION IN ALASKA SINCE 1951

P.O. Box 241185 Anchorage, Alaska 99524-1185 Tel: 907-245-1251 Fax: 907-245-1259

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

COMMISSIONER'S OFFICE

SARAH PALIN, GOVERNOR

3132 CHANNEL DRIVE
JUNEAU, ALASKA 99801

TEXT: (907) 465-3652
FAX: (907) 586-8385
PHONE: (907) 465-3900

April 12, 2007

The Honorable Ted Stevens
United State Senate
522 Hart Building
Washington DC 20510-0201

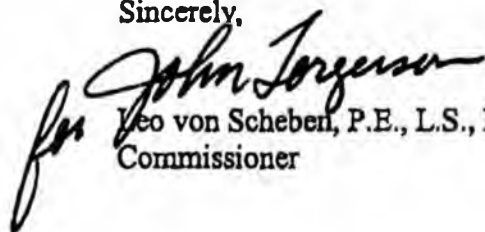
Dear Senator Stevens:

Please find enclosed policy statements concerning the Federal Aviation Administration reauthorization bill "Next Generation Air Transportation System Financing Reform Act of 2007" and other aviation issues relevant to Alaska.

Of major concern in the President's proposed legislation is the increase of tax on aviation gas from 19.4 cents and jet fuel from 21.9 cents to 70 cents per gallon. Although I understand trying to balance the funds going into the Aviation Trust Fund is of great importance, the impact on general aviation in Alaska would be tremendous. This proposed tax would increase aviation operation expenses and the cost of living, for every rural Alaskan. As you know, most aspects of life in rural Alaska are touched by aviation. Mail, perishable goods, packaged goods, passengers, and even fuel for communities all must travel by air for most remote communities off the highway system. Higher taxes would mean fewer flight operations and lower economic activity in Alaska. The private airplane in Alaska is equivalent to the family Minivan in other places in America.

I hope the enclosed material will be helpful in the reauthorization effort. We would be delighted to expand on any issue and hope that we will have a continuing dialogue on Alaska specific issues as the drafting of the new bill progresses. The State of Alaska staff in Washington, D.C. and I are available to work with you or your staff on reauthorization issues. Thank you for your work on promoting safe air transportation in Alaska.

Sincerely,


Leo von Scheben, P.E., L.S., M.B.A.
Commissioner

Enclosure

cc: John W. Katz, Director of State/Federal Relations, Office of the Governor
John Torgerson, Deputy Commissioner of Aviation, DOT&PF

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Proposal to quadruple aircraft fuel taxes worries small-plane operators

The Associated Press
Published: March 16, 2007
Last Modified: March 16, 2007 at 02:46 AM

FAIRBANKS -- Small-plane operators in Alaska said they are worried about a Federal Aviation Administration proposal to nearly quadruple fuel taxes for general aviation aircraft.

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The tax increase would not apply to airlines or the military, but would affect corporate jets, private charters, emergency helicopters, charter shipping and almost all service to rural communities.

Taxes on aviation gas and aviation fuel are currently 19.4 cents per gallon and 21.9 cents per gallon, respectively. Under the proposal, both would increase to 70.1 cents per gallon.

Alaska has more pilots per capita than any other state and many are worried about the increase in costs under the proposal, which is part of an overhaul to the Federal Aviation Administration funding structure.

"Here in Alaska, since we don't have much in the way of roads, we tend to use aviation as a basic form of transportation," said Tom George, Alaska representative for the Aircraft Owners and Pilots Association.

General aviation advocates said the proposed increase could raise the cost of goods and services, especially to rural areas, threaten aviation jobs and decrease airport revenues as small-plane pilots cut down flights.

Commercial airlines and passenger groups said the proposal would usher in a more equitable way to fund the FAA.

The FAA believes the changes are justified because general aviation accounts for 11 percent of the air traffic costs but contributes only 3 percent of the taxes that make up the trust fund.

Sens. Ted Stevens and Lisa Murkowski, R-Alaska, have both expressed concern about the proposal, while Rep. Don Young, R-Alaska, has held off making a statement while the proposal moves through the committee process.

Stevens, R-Alaska, is the ranking Republican on the Committee on Commerce, Science and Transportation, which will give the proposal another hearing on Thursday.

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NBAA: Small Businesses, Small Towns, Rural Areas Lose Under FAA Plan

Proposal Threatens General Aviation, Which Serves Under-Served Airports, Communities

Contact: Dan Hubbard at (202) 783-9360 or dhubbard@nbaa.org

WASHINGTON, DC, March 21, 2007 – America's air transportation system and the small- to mid-size businesses in small towns and rural areas nationwide that depend on general aviation would be the losers if a user fee plan being pushed by the airlines and the Federal Aviation Administration (FAA) becomes law, Ed Bolen, president and CEO of the National Business Aviation Association (NBAA), told a congressional subcommittee today.

In testimony before the House Aviation Subcommittee of the Committee on Transportation and Infrastructure, Bolen argued that the FAA plan fulfills a long-standing lobbying campaign by the airlines to shift airline costs onto general aviation in the form of onerous new taxes and user fees.

In addition, Bolen said, "In 1997, the nation's seven largest airlines pushed for a user fee scheme. But according to one airline CEO at the time, the real goal was 'control of the FAA by the Big Seven and for their exclusive benefit.'

"This time around, the airlines have picked a new target for their tax shift – general aviation – and they have increased the amount to \$2 billion. The objective of reducing congressional control of the FAA remains the same," he said.

When it comes to modernization, Bolen said "the FAA talks the talk, but doesn't walk the walk."

In reality, he said, the FAA plan "cuts FAA funding by \$600 million, reduces the General Fund contribution by hundreds of millions, and diverts money that could and should be spent on runways, towers and modernization technologies and wastes it on a new bureaucracy. After all that, it allows the FAA to go into debt."

Bolen also questioned why, if the bill is really a modernization plan, it does not outline the technologies, timelines or costs of the next phase of modernization envisioned for the national air transportation system.

"The truth is that the airline-backed proposal is completely at odds with modernization because it contains provisions that would overthrow a funding structure that has proven to be stable, reliable and growing for more than 25 years in exchange for a radical user fee regime that would jeopardize the largest, safest and most efficient air transportation system in the world," Bolen said.

"The battle over aviation user fees is a battle over whether Congress will retain control of the air traffic system or whether that control will shift to unelected bureaucrats or even industry," Bolen stated. "If that happens, small and mid-size businesses, small towns and rural areas not served by scheduled airlines, and

dependent on general aviation, will be devastated by the loss of voice, new taxes and user fees."

#

Founded in 1947 and based in Washington, DC, the National Business Aviation Association, Inc. (NBAA) is the leading organization for companies that rely on general aviation aircraft to help make their businesses more efficient, productive and successful. The Association represents more than 8,000 companies and provides more than 100 products and services to the business aviation community, including the NBAA Annual Meeting & Convention, the world's largest civil aviation trade show. Learn more about NBAA at www.nbaa.org.

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CITY OF CORDOVA



May 1, 2007

Senator Albert Kookesh, Chairman
Members
Senate Transportation Committee
State Capitol
Juneau, AK 99801-1182

Re: Support of HJR 18

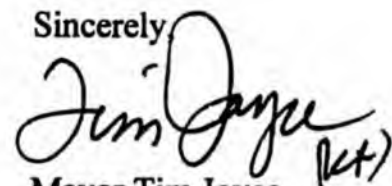
Dear Senators:

The City of Cordova has recently passed Resolution # 14-07-17, which is included in your bill backup, regarding our opposition to the proposed federal increase in the user fee system and increase in the surcharge on aviation fuel.

Our community is very dependent on general aviation, as many residents fly to remote locations in our area for a variety of reasons. An increase in costs as proposed by the FAA will have an adverse impact on our citizens and well as on our commercial fishing and tourism industry.

For these reasons, we support HJR 18 by Rep. Johansen and ask for the cooperation of the legislature in addressing our concerns.

Sincerely


Mayor Tim Joyce (kt)

House Transportation and Infrastructure Committee

Chairman James Oberstar

Press Release

Oberstar, Costello, DeFazio Question White House Plan To Cut Air Service to Small Communities

Administration budget would remove 65 airports from the Essential Air Service Program

April 27, 2007

By Jim Berard (202) 226-5064

The Bush Administration's plan to cut funding for the Essential Air Service program would remove 65 small communities from the list of eligible airports, and that has drawn fire from the leadership of the House Committee on Transportation and Infrastructure. T&I Chairman James L. Oberstar (Minn.), Aviation Subcommittee Chairman Jerry F. Costello (Ill.), and Rep. Peter A. DeFazio (Ore.), Chairman of the Subcommittee on Highways and Transit and a member of the Aviation panel, voiced their protests after requesting and receiving an updated list of affected airports.

EAS supports commercial air service to small communities where such service is not economically attractive to the airlines. The Administration's budget proposal would cut funding to nearly half of the 143 communities now in the program. All but 13 of the dropped airports are more than 100 miles from a hub airport; 11 are more than 200 miles away.

This week's Aviation Subcommittee hearing shed further light on the Administration's plan to cut Essential Air Service funding by more than half," said Oberstar. "At the request of the Subcommittee, the Department of Transportation provided detailed information on which communities are at risk of being dropped from the program under this proposal.

Most of these at-risk communities are several hours from the nearest large- or medium-hub airport, and would be left without access to the nation's air transportation system. The Administration's proposal would renege on a 30-year commitment by the Federal Government to preserve small community air service in a deregulated environment. The proposal should be rejected."

"The Bush Administration's proposal to cut 65 communities, including one in Southern Illinois, out of the Essential Air Service program is simply outrageous and I will do everything I can to make sure it does not happen," Costello said. "The EAS program is their link to efficient travel options and is critical for economic development. It should remain a priority of the Federal Government."

"Congress has worked hard over the years to fend off reductions in the Essential Air Service program because adequate air service is vital to the economic viability of small communities,"

said DeFazio. "The Administration's proposed cuts in the EAS program would pull the legs out from under the economies of small communities around the country, and I will fight to maintain this critical funding."

The list provided to the Committee is a snapshot of the EAS program. The number of airports affected could change depending on changing circumstances that affect each airport's eligibility to participate. However, as things stand today, 65 airports are in line to be dropped from the program under the Administration's plan.

The complete list of EAS airports, including those facing elimination from the program, can be found on the T&I Committee's website: www.house.gov/transportation.

###

2165 Rayburn House Office Building, Washington, DC 20515 Phone: (202) 225-4472 Fax: (202) 226-1270

Administration's FY 2008 and FAA Reauthorization Proposal for EAS

| | EAS Community | Nearest L/M Hub | Miles (L/M) | Subsidy as of 4/1/2007 | Cumulative Totals |
|-------|-----------------------------|---------------------------------------|----------------|---------------------------|----------------------|
| 1 | Adak, AK | None | 999 | \$ 1,393,384 | \$ 1,393,384 |
| 2 | Akulak, AK | None | 999 | \$ 350,381 | \$ 1,743,765 |
| 3 | Aktak, AK | None | 999 | \$ 19,749 | \$ 1,763,514 |
| 4 | Alka, AK | None | 999 | \$ 449,805 | \$ 2,213,319 |
| 5 | Cape Yakataga | None | 999 | \$ 32,255 | \$ 2,245,574 |
| 6 | Central, AK | None | 999 | \$ 61,421 | \$ 2,306,995 |
| 7 | Chatham, AK | None | 999 | \$ 7,520 | \$ 2,314,515 |
| 8 | Chisana, AK | None | 999 | \$ 75,743 | \$ 2,390,258 |
| 9 | Circle, AK | None | 999 | \$ 61,421 | \$ 2,451,679 |
| 10 | Cordova, AK | None | 999 | \$ 1,436,063 | \$ 3,887,742 |
| 11 | Elfin Cove, AK | None | 999 | \$ 108,297 | \$ 3,995,839 |
| 12 | Excursion Inlet, AK | None | 999 | \$ 9,212 | \$ 4,005,051 |
| 13 | Funter Bay, AK | None | 999 | \$ 7,520 | \$ 4,012,571 |
| 14 | Gustavus, AK | None | 999 | \$ 1,436,063 | \$ 5,448,634 |
| 15 | Healy Lake, AK | None | 999 | \$ 71,105 | \$ 5,519,739 |
| 16 | Hydaburg, AK | None | 999 | \$ 54,733 | \$ 5,574,472 |
| 17 | Icy Bay, AK | None | 999 | \$ 32,255 | \$ 5,606,727 |
| 18 | Karluk, AK | None | 999 | \$ 38,880 | \$ 5,645,607 |
| 19-21 | Kodiak Bush, AK 1/ | None | 999 | \$ 149,595 | \$ 5,795,202 |
| 28 | Manley, AK | None | 999 | \$ 32,904 | \$ 5,828,106 |
| 29 | May Creek, AK | None | 999 | \$ 83,642 | \$ 5,911,748 |
| 30 | McCarthy, AK | None | 999 | \$ 83,642 | \$ 5,995,390 |
| 31 | Minlo, AK | None | 999 | \$ 32,904 | \$ 6,028,294 |
| 32 | Nikolski, AK | None | 999 | \$ 314,694 | \$ 6,342,988 |
| 33 | Pelican Bay, AK | None | 999 | \$ 108,297 | \$ 6,451,285 |
| 34 | Petersburg, AK | None | 999 | \$ 449,494 | \$ 6,900,779 |
| 35 | Port Alexander, AK | None | 999 | \$ 48,746 | \$ 6,949,525 |
| 36 | San Juan/Uganik, AK | None | 999 | \$ 15,715 | \$ 6,965,240 |
| 37 | Wrangell, AK | None | 999 | \$ 449,494 | \$ 7,414,734 |
| 38 | Yakutat, AK | None | 999 | \$ 1,436,063 | \$ 8,850,797 |
| 39 | Glasgow, MT | Denver Int'l, CO (L) | 709 | \$ 922,103 | \$ 9,772,900 |
| 40 | Wolf Point, MT | Denver Int'l, CO (L) | 686 | \$ 922,103 | \$ 10,695,003 |
| 41 | Havre, MT | Salt Lake City Int'l, UT (L) | 668 | \$ 922,103 | \$ 11,617,106 |
| 42 | Sidney, MT | Minneapolis/St. Paul Int'l, MN (L) | 658 | \$ 1,306,313 | \$ 12,923,419 |
| 43 | Glendive, MT | Denver Int'l, CO (L) | 607 | \$ 922,103 | \$ 13,845,522 |
| 44 | Lewistown, MT | Salt Lake City Int'l, UT (L) | 566 | \$ 922,103 | \$ 14,767,625 |
| 45 | Dickinson, ND | Minneapolis/St. Paul Int'l, MN (L) | 528 | \$ 1,696,977 | \$ 16,464,602 |
| 46 | Miles City, MT | Denver Int'l, CO (L) | 519 | \$ 922,103 | \$ 17,386,705 |
| 47 | Devils Lake, ND | Minneapolis/St. Paul Int'l, MN (L) | 402 | \$ 1,329,858 | \$ 18,716,563 |
| 48 | Worland, WY | Salt Lake City Int'l, UT (L) | 394 | \$ 972,757 | \$ 19,689,320 |
| 49 | Presque Isle, ME | Logan Int'l, Boston, MA (L) | 358 | \$ 1,201,476 | \$ 20,890,796 |
| 50 | Jamestown, ND | Minneapolis/St. Paul Int'l, MN (L) | 333 | \$ 1,351,677 | \$ 22,242,473 |
| 51 | West Yellowstone, MT | Salt Lake City Int'l, UT (L) | 332 | \$ 247,122 | \$ 22,489,595 |
| 52 | Hobbs, NM | Albuquerque Int'l, NM (M) | 320 | \$ 519,614 | \$ 23,009,209 |
| 53 | Crescent City, CA | Sacramento Metropolitan, CA (M) | 314 | \$ 957,025 | \$ 23,966,234 |
| 54 | The/River Falls, MN | Minneapolis/St. Paul Int'l, MN (L) | 305 | \$ 777,709 | \$ 24,743,943 |
| 55 | Garden City, KS | Denver Int'l, CO (L) | 300 | \$ 1,733,997 | \$ 26,477,940 |
| 56 | Chadron, NE | Denver Int'l, CO (L) | 290 | \$ 655,898 | \$ 27,133,838 |
| 57 | Iron Mountain/Kingsford, MI | Chicago O'Hare Int'l, IL (L) | 290 | \$ 602,761 | \$ 27,736,599 |
| 58 | Hays, KS | Kansas City Int'l, MO (M) | 284 | \$ 1,540,392 | \$ 29,276,991 |
| 59 | Page, AZ | McCarran Int'l, Las Vegas, NV (L) | 282 | \$ 1,057,655 | \$ 30,334,646 |
| 60 | Huron, SD | Minneapolis/St. Paul Int'l, MN (L) | 281 | \$ 793,733 | \$ 31,128,379 |
| 61 | Carlsbad, NM | Albuquerque Int'l, NM (M) | 280 | \$ 599,671 | \$ 31,728,050 |
| 62 | Great Bend, KS | Kansas City Int'l, MO (M) | 265 | \$ 621,945 | \$ 32,349,995 |
| 63 | Liberal, KS/Guymon, OK | Will Rogers World, Okla. City, OK (M) | 265 | \$ 1,008,582 | \$ 33,358,577 |

Administration's FY 2008 and FAA Reauthorization Proposal for EAS

| | | | | | |
|-----|---|--|-----|----------------|---------------|
| 64 | Dodge City, KS | Will Rogers World, Okla. City, OK (M) | 258 | \$ 1,379,418 | \$ 34,737,896 |
| 65 | Massena, NY | Greater Buffalo Int'l (M) | 256 | \$ 699,302 | \$ 35,437,298 |
| 66 | McCook, NE | Denver Int'l, CO (L) | 256 | \$ 918,565 | \$ 36,355,883 |
| 67 | Moab, UT | Salt Lake City Int'l, UT (L) | 256 | \$ 1,288,784 | \$ 37,654,667 |
| 68 | Cortez, CO | Albuquerque Int'l, NM (M) | 255 | \$ 796,577 | \$ 38,451,244 |
| 69 | North Platte, NE | Denver Int'l, CO (L) | 255 | \$ 978,026 | \$ 39,427,270 |
| 70 | Hamson, AR | Memphis Int'l, TN (M) | 244 | \$ 1,406,078 | \$ 40,833,348 |
| 71 | Pittsburgh, NY | Manchester Airport, NH (M) | 242 | \$ 853,378 | \$ 41,686,726 |
| 72 | El Dorado/Camden, AR | Memphis Int'l, TN (M) | 237 | \$ 937,385 | \$ 42,624,111 |
| 73 | Ely, NV | Salt Lake City Int'l, UT (L) | 234 | \$ 647,709 | \$ 43,271,820 |
| 74 | Allamore, NE | Denver Int'l, CO (L) | 233 | \$ 855,898 | \$ 43,927,718 |
| 75 | Clovis, NM | Albuquerque Int'l, NM (M) | 233 | \$ 859,057 | \$ 44,786,775 |
| 76 | Manistee/Ludington, MI | Detroit Metropolitan-Wayne Co., MI (L) | 233 | \$ 778,051 | \$ 45,562,828 |
| 77 | Greenbrier/White Sulphur Springs/Lewisburg, | Raleigh-Durham Int'l, NC (M) | 233 | \$ 685,040 | \$ 46,247,866 |
| 78 | Bar Harbor, ME | Manchester Airport, NH (M) | 230 | \$ 1,190,864 | \$ 47,438,730 |
| | | | | EAS Admn Costs | \$ 1,990,000 |
| | | | | \$50M Cutoff | \$ 49,428,730 |
| 79 | Escanaba, MI | Gen. Mitchell Field, Milwaukee, WI (M) | 227 | \$ 908,903 | \$ 50,337,833 |
| 80 | Ogdensburg, NY | Greater Buffalo Int'l (M) | 223 | \$ 699,302 | \$ 51,036,935 |
| 81 | Saranac Lake, NY | Manchester Airport, NH (M) | 221 | \$ 853,378 | \$ 51,890,313 |
| 82 | Silver City/Hurley/Deming, NM | Tucson Int'l, AZ (M) | 217 | \$ 859,057 | \$ 52,749,370 |
| 83 | Ironwood, MI/Ashland, WI | Minneapolis/St. Paul Int'l, MN (L) | 213 | \$ 409,242 | \$ 53,158,812 |
| 84 | Beckley, WV | Charlotte/Douglas Int'l, NC (L) | 208 | \$ 1,930,759 | \$ 55,089,371 |
| 85 | Watertown, SD | Minneapolis/St. Paul Int'l, MN (L) | 207 | \$ 1,211,589 | \$ 56,300,960 |
| 86 | Brookings, SD | Minneapolis/St. Paul Int'l, MN (L) | 206 | \$ 1,212,400 | \$ 57,513,360 |
| 87 | Alamogordo/HollomanAFB, NM | Albuquerque Int'l, NM (M) | 203 | \$ 717,508 | \$ 58,230,866 |
| 88 | Pendleton, OR | Portland Int'l, Portland, OR (M) | 203 | \$ 649,974 | \$ 58,880,840 |
| 89 | Gulkana, AK | Anchorage Int'l, AK (M) | 201 | \$ 224,890 | \$ 59,105,730 |
| 90 | Alamosa, CO | Albuquerque Int'l, NM (M) | 199 | \$ 1,150,268 | \$ 60,255,998 |
| 91 | Chisholm/Hibbing, MN | Minneapolis/St. Paul Int'l, MN (L) | 199 | \$ 1,279,329 | \$ 61,535,327 |
| 92 | Hot Springs, AR | Memphis Int'l, TN (M) | 198 | \$ 1,015,500 | \$ 62,550,827 |
| 93 | Scottsbluff, NE | Denver Int'l, CO (L) | 192 | \$ 520,137 | \$ 63,070,964 |
| 94 | Burlington, IA | Lambert-St. Louis Int'l, MO (M) | 188 | \$ 943,793 | \$ 64,014,757 |
| 95 | Salina, KS | Kansas City Int'l, MO (M) | 186 | \$ 487,004 | \$ 64,501,781 |
| 96 | Kearney, NE | Eppley Airfield, Omaha, NE (M) | 181 | \$ 897,142 | \$ 65,398,903 |
| 97 | Cedar City, UT | McCarran Int'l, Las Vegas, NV (L) | 179 | \$ 897,535 | \$ 66,296,438 |
| 98 | Visalia, CA | Bob Hope Airport, Burbank, CA (M) | 178 | \$ 799,604 | \$ 67,096,042 |
| 99 | Rockland, ME | Logan Int'l, Boston, MA (L) | 177 | \$ 1,190,864 | \$ 68,286,906 |
| 100 | Watertown, NY | Greater Buffalo Int'l (M) | 172 | \$ 699,302 | \$ 68,986,208 |
| 101 | Joplin, MO | Kansas City Int'l, MO (M) | 167 | \$ 849,757 | \$ 69,835,965 |
| 102 | Fort Dodge, IA | Eppley Airfield, Omaha, NE (M) | 156 | \$ 1,080,388 | \$ 70,916,351 |
| 103 | Kirksville, MO | Kansas City Int'l, MO (M) | 154 | \$ 827,100 | \$ 71,543,451 |
| 104 | Show Low, AZ | Sky Harbor Mun., Phoenix, AZ (L) | 154 | \$ 779,325 | \$ 72,322,776 |
| 105 | Augusta/Waterville, ME | Manchester Airport, NH (M) | 153 | \$ 1,190,864 | \$ 73,513,640 |
| 106 | Vernal, UT | Salt Lake City Int'l, UT (L) | 150 | \$ 582,720 | \$ 74,076,380 |
| 107 | Laramie, WY | Denver Int'l, CO (L) | 145 | \$ 487,516 | \$ 74,583,876 |
| 108 | Grand Island, NE | Eppley Airfield, Omaha, NE (M) | 138 | \$ 1,377,877 | \$ 75,941,753 |
| 109 | Fort Leonard Wood, MO | Lambert-St. Louis Int'l, MO (M) | 136 | \$ 519,858 | \$ 76,461,611 |
| 110 | Laurel/Hattiesburg, MS | New Orleans Int'l, LA (M) | 135 | \$ 917,129 | \$ 77,378,740 |
| 111 | Staunton, VA | Washington Dulles Int'l, VA (L) | 134 | \$ 650,123 | \$ 78,028,863 |
| 112 | Mason City, IA | Minneapolis/St. Paul Int'l, MN (L) | 133 | \$ 1,080,388 | \$ 79,109,249 |
| 113 | Cape Girardeau, MO | Lambert-St. Louis Int'l, MO (M) | 127 | \$ 1,434,915 | \$ 80,544,165 |
| 114 | Decatur, IL | Lambert-St. Louis Int'l, MO (M) | 126 | \$ 1,350,256 | \$ 81,894,421 |
| 115 | Victoria, TX | San Antonio Int'l, TX (M) | 124 | \$ 510,185 | \$ 82,404,606 |
| 116 | Manon/Hernon, IL | Lambert-St. Louis Int'l, MO (M) | 123 | \$ 1,126,810 | \$ 83,531,418 |
| 117 | Manhattan, KS | Kansas City Int'l, MO (M) | 122 | \$ 487,004 | \$ 84,018,420 |
| 118 | Muscle Shoals, AL | Nashville Metropolitan, TN (M) | 122 | \$ 1,504,929 | \$ 85,523,349 |

**CITY OF CORDOVA, ALASKA
RESOLUTION 04-07-17**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORDOVA,
ALASKA, OPPOSING THE PROPOSED USER FEE SYSTEM AND AVIATION
GASOLINE TAX INCREASE PROPOSED BY THE
FEDERAL AVIATION ADMINISTRATION (FAA)**

WHEREAS, the FAA wants to change its funding mechanism from an excise tax to a system of user fees and eliminate congressional oversight on FAA spending; and

WHEREAS, the FAA wants to raise general aviation gasoline taxes 366% from 21.9 to 70.1 cents per gallon; and

WHEREAS, the Aviation Trust Fund, the primary source of FAA funding, is growing and not running out of money; and

WHEREAS, the U.S. air transportation system is the safest, most efficient, and largest in the world; and

WHEREAS, the general aviation is an important part of the Alaskan economy; and

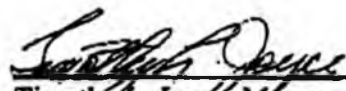
WHEREAS, general aviation in Cordova plays a critical role in supporting the commercial fishing industry, the tourism industry and local access to remote locations; and

WHEREAS, increased costs to the general aviation industry in Cordova will create unneeded hardships on all of our residents.

NOW, THEREFORE, BE RESOLVED that the City of Cordova, strongly opposes the proposed user fee system and aviation gasoline tax increase proposed by the FAA.

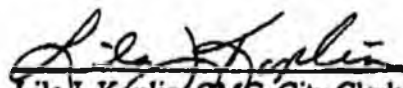
PASSED AND APPROVED THIS 18TH DAY OF APRIL, 2007.





Timothy L. Joyde, Mayor

ATTEST:



Lila J. Koplin, CMC, City Clerk