



Alaska State Legislature

Representative Matt Claman

May 2017 Community Council Update:

Four Pillars of Fiscal Plan – At the beginning of the year, the Alaska House Majority Coalition identified four pillars of a responsible action plan for Alaska: (1) structured use of the Permanent Fund Earnings Reserve while protecting the Dividend, (2) reformation of the oil tax system, (3) new revenue from a broad-based tax, and (4) smart budget cuts. We made responsible budget cuts in House Bill 57, restructured the Permanent Fund in Senate Bill 26 while protecting a Dividend, and updated the oil and gas tax credit system in House Bill 111. Over the Easter weekend, the House passed the fourth and final pillar: House Bill 115, the Education Funding Act. HB 115 creates new state revenue via a modest progressive tax and directs the revenue into the public education fund.

1.) **Senate Bill 26** – The House Substitute for SB 26 makes substantial changes to the Senate’s version of the bill. The bill creates a sustainable draw from the earnings of the Alaska Permanent Fund while still paying out Dividends and protecting the principal of the fund. The House made the following changes to the Senate version:

- The annual Percent of Market Value (POMV) draw of 5.25% from the total value of the Permanent Fund will continue for 2 years, and then revert to a 5.00% POMV annual draw. Under the Senate version, the 5.25% draw continues for 3 years.
- For FY18, which begins on July 1, 2017, the draw from the Permanent Fund Earnings Reserve will be approximately \$2.5B. 33% of the draw will be used for Dividends while the remaining 67% will be placed in the General Fund. The Senate version allocated only 25% to Dividends and the remaining 75% to the General Fund. The result of the House version is a decrease in the deposit into the General Fund from \$1.8B to \$1.7B, and an increase in the Dividend from \$1000 to \$1250.
- The House version protects the Alaska Permanent Fund Principal by inflation proofing the fund every year with 0.25% of the POMV sustainable draw.
- The Senate version also included an appropriation limit—a spending cap of \$4.1 billion. The House removed this proposed appropriation limit.
- The revised version of SB 26 adds conditional language that links the Permanent Fund provisions to a comprehensive financial plan. SB 26 will only take effect if the Alaska Legislature also passes oil and gas subsidies reform and approves a broad-based revenue measure to support public education.

If the Senate does not accept the changes made in the House, a Conference Committee of members from both bodies will have the task of resolving the differences between the two versions.

2.) **Oil & Gas Taxes** – House Bill 111 restructures Alaska’s oil and gas tax credit system. The version of HB 111 that passed the House eliminated tax credits for North Slope production and limited companies to collecting credits only for the field where they earn the credits. The House kept refundable credits for “Middle Earth,” the area South of the Brooks Range and north of Southcentral Alaska. The bill also lowered the tax rate from 35% to 25%, but added a 15% bracketed supplemental tax that is triggered when oil prices reach \$100 dollars or more. The

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Serving the Sand Lake, Spenard, and Turnagain Communities

House hardened the minimum tax rate at four percent, meaning that no tax credit can bring the tax rate below the minimum tax, with the exception of sunseting small producer credits

The Senate Resources Committee has recommended a revised bill. This version removes the provisions that restructure the tax rate. It also eliminates refundable credits for production statewide, including in 'Middle Earth,' while allowing non-refundable credits for Doyon and Ahtna, Alaska Native corporations that operate in "Middle Earth". Under the Senate's plan, tax credits due through 2017 will be refundable only by appropriation, allowing the Legislature to know what credits are being refunded. The Senate's proposed version maintained the hardened tax floor at four percent, but made exceptions for both sunseting small producers and per barrel taxable credits. It also allows companies to use tax credits against any prior year's outstanding taxes.

3.) House Bill 115 – The Education Funding Act creates a bracketed tax based on adjusted gross income. It targets every person who earns income in Alaska so Alaskans and out-of-state residents who work in Alaska will contribute. The bill includes a \$4,000 personal exemption that applies to every person in a household. Permanent Fund Dividends are exempt from taxation and the bill includes a provision allowing use of the Permanent Fund Dividend to pay the school tax. HB 115 will raise an estimated \$687 million for the Public Education Fund once fully implemented, including \$80 million from nonresidents who work in Alaska but don't contribute to essential state services.

HB 115 is a direct response to the Senate's proposed \$69.3 million dollar cut to education. The Senate's proposed cut amounts to a \$265 loss per student. Supporting public education is one my highest priorities—and the right to public education is protected under the Alaska Constitution. Article VII, Section 1 of the Alaska Constitution requires the Alaska Legislature to "establish and maintain a system of public schools" in Alaska. Our children remain our best investment for the future. The following are estimated examples of tax liabilities for various income levels under HB 115:

Adjusted Gross Income (AGI)	Estimated Tax Liability
	Education Funding Act (HB 115)
\$20,000	\$111
\$50,000	\$993
\$100,000	\$2,371
\$250,000	\$10,933

4.) Budget Cuts – Since fiscal year 2013, we have cut state spending by 44%--\$3.3 billion. We've made major efforts to identify efficiencies and savings in government. In March, the Alaska House of Representative passed a fully funded operating budget for Fiscal Year 2018 that ensures the delivery of essential services and protects the Alaska economy. The budget fully funds public education, leaving the current Base Student Allocation (BSA) unchanged and using \$1.7 billion in Permanent Fund earnings to forward fund public education. The FY 2018 operating budget maintains funding for Senior Benefits, Behavioral Health Treatment grants, and the Women, Infants, and Children Program.



Alaska International Airport System
Ted Stevens Anchorage International Airport
Fairbanks International Airport

P.O. Box 196960
Anchorage, AK 99519-6960
Main: 907.266.2526
Fax: 907.243.0663
Website: anchorageairport.com

Anchorage Airport Update
May 2017

- 1. Lake Hood Seaplane Base Master Plan Update:**
 - a. Final report is being wrapped up throughout the next couple months. Final documents will be posted on the website and public notice provided. Visit lhdmasterplan.com to send comments, questions and request to receive notifications/updates.
- 2. LHD Seaplane Base Regulations:** The second aircraft tie-down and floatplane slip permit regulations advisory committee meeting is scheduled for May 18th, 1:00pm at the TSAIA Airfield Maintenance Facility, 5740 DeHavilland Avenue. The purpose of this meeting is to assist the airport staff in the development of regulations concepts and proposed amendments through focused discussion with representatives of select airport user groups. The public is welcome to observe the meeting, and if time allows, provide comments at the end of the meeting. Please direct questions to Alex Moss, AIAS Planning Manager, alex.moss@alaska.gov, 907-266-2540.
- 3. Great Alaska Aviation Gathering:** May 6th and May 7th at the FedEx Hangar on Postmark Drive. www.greatalaskaaviationgathering.org/
- 4. Airport Clean-up Day:** Friday, May 5th is the annual Airport Clean-up Day. Meet at the Old Field Maintenance Facility on Aircraft Drive at 10:00am for work assignments and a barbeque lunch afterward.
- 5. DHS Real ID Act:** Beginning January 22nd, 2018, unless the state is granted an extension, passengers without a state-issued license compliant with the REAL ID Act will need to show an approved form of alternative ID for air travel. Minors under the age of 18 are not required to have an ID when traveling with a companion. Passengers without acceptable/approved ID will not be allowed to pass through TSA security to board an aircraft. The link for the latest information on the REAL ID Act in Alaska is <https://www.dhs.gov/real-id/alaska>.
- 6. Runway 15/33 Closure:** The North/South runway will be closed for preventative maintenance with an estimated timeframe from May 8 - 28th, from approximately 8:00am to 7:00pm, Monday through Saturday. This will likely result in more aircraft departures to the East over mid-town Anchorage and more noise impact to the community during those times.
- 7. Mandatory Annual Firefighter Training:** The Airport Police & Fire will be conducting mandatory annual firefighter training May 3rd and 4th from approximately 2:00pm to 7:00pm each day. Firefighters will be lighting and extinguishing fuel fires to stay current with FAA requirements. During those training days/times large plumes of smoke from the south side of the Airport will be visible. If you have any questions or concerns please call 907-266-2407.
- 8. Airport Recruitment:** The Airport is recruiting for equipment mechanics and operators, as well as facility maintenance positions. Additional information on these opportunities can be found on Workplace Alaska or through Local 71 at the following web addresses: local71.com/jobs and governmentjobs.com/careers/Alaska.
- 9. Sign up for GovDelivery:** at anchorageairport.com to receive emails on all sorts of DOT related things. Also visit us on Facebook and Twitter.

"To Keep Alaska Flying and Thriving."



FACT SHEET

ANC Runway 15/33 Rehabilitation

Overview

At the Ted Stevens Anchorage International Airport (ANC), the Alaska Department of Transportation and Public Facilities (DOT&PF) recognizes the need to address the poor pavement conditions of Runway (RW) 15/33 and the need to enhance the efficiency and safety of airport operations.

Completed in 2014, the ANC Master Plan Update identified needed improvements to meet Federal Aviation Administration (FAA) standards and improve safety and efficiency. These include updating the ANC RW 15/33 (the main north/south runway) and related taxiway and runway safety area improvements. In addition, RW 15/33's aging pavement needs to be repaired. DOT&PF, in cooperation with the Federal Aviation Administration (FAA), Alaskan Region Airports Division, plans to combine the runway improvements proposed in the master plan with the pavement rehabilitation project.

The proposed project includes:

- Rehabilitate the pavement on RW 15/33 and interconnecting taxiways
- Widen the runway (from 150 feet to 200 feet) to meet Airplane Design Group VI standards
- Update the interconnecting taxiway geometry to Taxiway Design Group 7 standards
- Shift RW 33 approximately 200 feet north to separate RW 15/33 and RW 7L/25R runway safety areas to improve safety and runway efficiency
- Shift RW 15 approximately 100 feet north to maintain a minimum Land Distance Available safety standard of 10,000 feet
- Reconstruct Taxiway Q to coincide with the proposed RW 15
- Replace runway and taxiway lighting
- Replace and upgrade the approach lighting system, including one lighting tower near the Coastal Trail

In order to complete this work, the north/south runway will need to be closed to operations for 1 or 2 construction seasons. **During construction, the majority of air traffic will be shifted to RW 7R/25L and RW 7L/25R, the east-west runways.** Most arrivals will land from the west, and most departures will take off to the east, creating a temporary increase in air traffic and noise over areas east of the airport during construction. Airport operations will return to normal once construction is complete and in-between construction seasons.

Cost

Improvements are anticipated to cost \$75M and are funded by FAA with a 12% match using International Airport Revenue Funds.

Schedule

Over the summer of 2017, DOT&PF is evaluating environmental impacts, conducting public outreach, and completing environmental documentation. In 2017 and 2018, DOT&PF will finalize the design and plans to bid the project in spring 2018. Construction is planned to begin in 2018 and last 1 to 2 seasons.

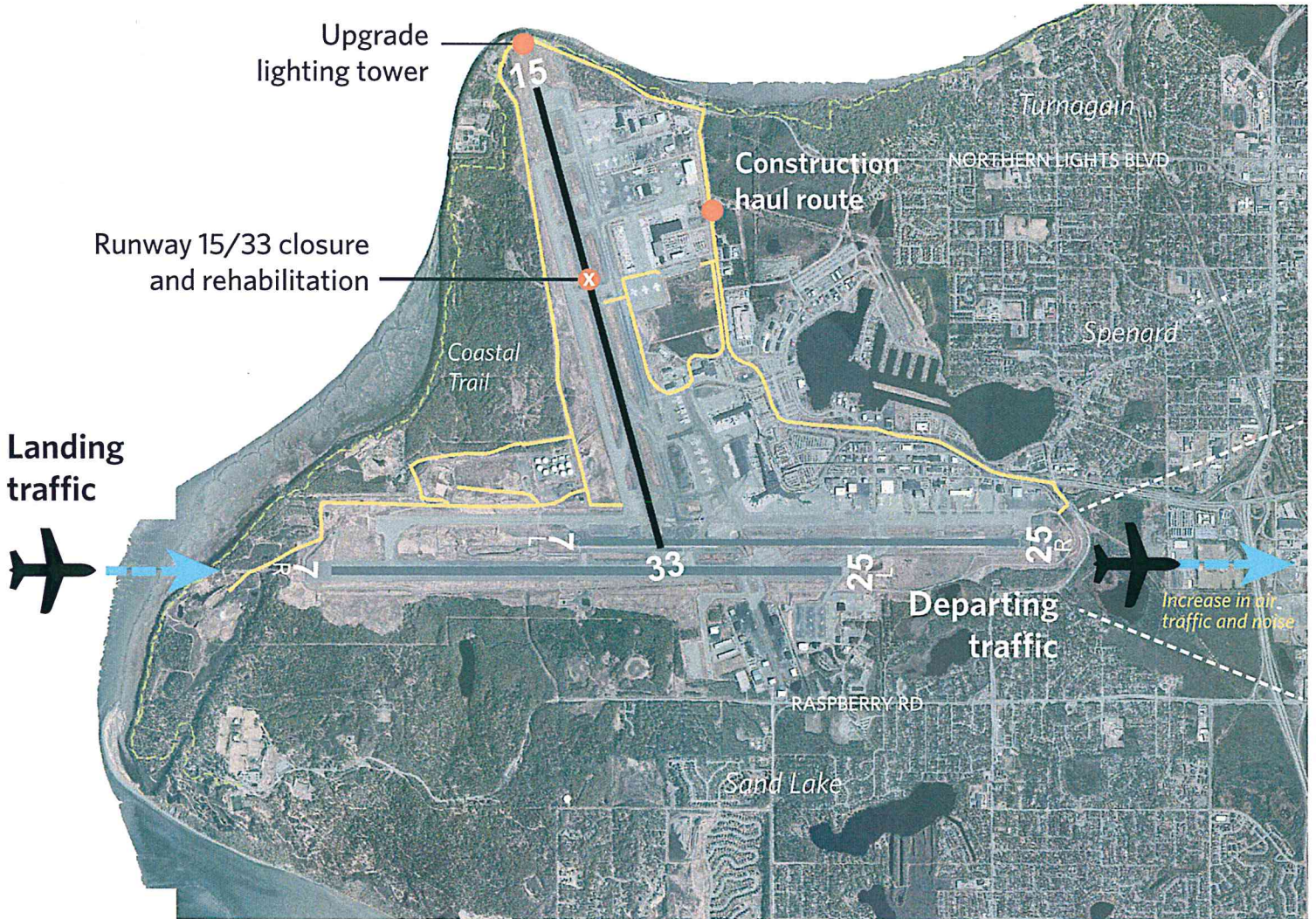
Get Involved

Public outreach is a key part of our process. We want to hear from you! Sign up for our emails at: www.anc15-33.com
Send an email to info@anc15-33.com any time with questions or comments.

Contacts:

Katherine Wood, Public Involvement, HDR (907) 644-2153 katherine.wood@hdrinc.com
Luke Bowland, Project Manager, DOT&PF (907) 269-0891 luke.bowland@alaska.gov

ANC 15/33 Rehabilitation



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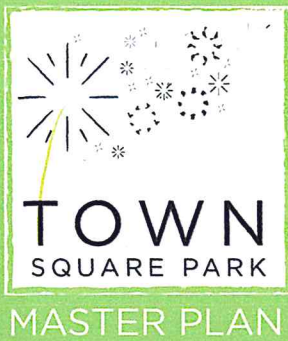
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Existing Lighting Tower



Example of New Lighting Tower





How do you see the future of Town Square Park? Share your vision for Town Square Park!

VISIONING & POSITIVE CHANGE WORKSHOP



Saturday, May 13th (10am-noon)

Alaska Center for the Performing Arts (PAC)
Harrison Lobby
621 W 6th Ave, Anchorage

Join us for the first in a series of community workshops as we celebrate the history of Town Square Park, discuss the issues impacting the present day, and envision a future of positive change for Town Square Park.

For more information visit:
www.muni.org/parks



Contact:
MOA Parks and Recreation
P: 343-4586
E: rafusesj@muni.org

Road Maintenance & Safety

This public service message brought to you by Brooks & Associates in cooperation with Alaska Department of Transportation and Public Facilities and Matanuska-Susitna Borough.

As State of Alaska revenue falls...



...and DOT budgets are cut,

we reduce labor

and equipment,

...and prioritize maintenance for roads, airports...



...and essential facilities.

Alaskan drivers, are you ready for your next trip?

Leave early.



Check the weather forecast.



Prepare your vehicle.

✓ Check tires. Check fluid levels - oil, gas and windshield washer

Watch for
water, snow
and ice on the
road.



Drive
defensively.



Drive without distractions
or impairments.



Obey speed
limits and
adjust speed
for hazardous
road conditions.



Watch for
bicycles,
work zones,
motorcycles,
and hazards.



Watch for pedestrians.



The most important factor
involving your safety on
the roads is **YOU!**

Sign up for road condition alerts.



DRIVE SAFELY

Turnagain Traffic Calming 2017 Construction of Speed Humps

The Municipality of Anchorage and their consultant, HDL Engineering Consultants, were asked to prepare the design for speed humps in the Turnagain Community Council area.

For 2017 construction, HDL has been asked to determine the placement of 4 speed humps at the following locations:

- 33rd Ave between Wisconsin St and Turnagain St - 2 Speed Humps
- Mckenzie Dr between Sagan Cir and Milky Way Dr - 2 Speed Humps

See reverse side for additional information on the impacts of Speed Humps for use as Traffic Calming devices.

Your home is in an area potentially impacted by the placement of a speed hump. We are interested in talking to you about the project and the speed hump locations. Please contact us at your earliest convenience.

Contact Information:

Nick Oliveira, P.E., Project Manager, HDL Engineering Consultants
3335 Arctic Blvd, Suite 100, Anchorage, AK 99503
564-2136 noliveira@hdlalaska.com

Tim Myland, P.E., Traffic Calming Coordinator, Municipality of Anchorage
4700 Elmore Road, Anchorage, AK 99507
343-8470 mylandtd@ci.anchorage.ak.us



SPEED HUMPS



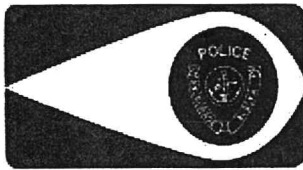
Pros

- Lowest cost traffic calming device
- Self enforcing
- Easy to retrofit

Cons

- Shouldn't be installed on Primary Emergency Response Routes
- Shouldn't be installed on Transit Routes
- Shouldn't be installed on high volume streets
- May divert problems to parallel streets, which may necessitate more speed humps

Criteria	Impact	Comment
Approximate Cost	Low	\$10,000 per speed hump
Speed Reduction	High	Reduces average speed to 21 mph
Volume Diversion	High	Up to 30% shift to other streets
Parking Impacts	None	Vehicles can park on top of hump
Emergency Response Impacts	High	6 to 11 second delay
Transit Impacts	High	Significantly jolts bus riders
Maintenance Impacts	Low	Striping, signing, plow blade collisions
Residential Impacts	Low	Some additional noise and air pollution



NEIGHBORHOOD CRIME WATCH **IMPORTANT** PHONE NUMBERS & WEBSITES

911 - all emergencies; first responders: police, medical, fire.

786-8900 - Non-Emergency Dispatch: *When the menu starts, select '0' (zero) to bypass the menu. This will take you to a Call-Taker or a Dispatcher within the APD Dispatch Center.*

APD Records: 786-8600

Call this number to report anything AFTER THE FACT, and/or to report such things as stolen property when there is no witness or suspect information.

www.muni.org/apd: *there are several things you can report online at APD's website. These include; Lost Property, Identity Theft, Fraud, Theft from Vehicle, Harassing Phone Call, and Vandalism.*

Crime Map: *Track calls for service around the city at the link from our website at www.muni.org/ncw - or - at: <http://crimemap.muni.org/>*

CrimeStoppers: 561-7867
www.anchoragocrimestoppers.com

Pothole Patrol: 343-8277

Animal Control: 343-8118
(11a - 3p open, otherwise message system)

Trail Watch: 343-4296
www.muni.org/departments/parks/trail

Zoning Enforcement: 343-4141

Graffiti Busters: 343-4663

Community Councils: 277-1977
www.communitycouncils.org

Junk Autos: 729-7878

M.O.A.'s Emergency Watch Program: 343-1407

Hospitals:

Alaska Regional: 276-1131
Providence: 562-2211
Alaska Native Medical Center: 563-2662
VA Hospital: 257-4700



NEIGHBORHOOD CRIME WATCH - 786-8585

www.muni.org/ncw | ncw@muni.org