



Ketchikan Gateway Borough Office of the Mayor
1900 First Avenue, Suite 115 907-228-6605
Ketchikan, AK 99901

City of Ketchikan Office of the Mayor
334 Front Street 907-228-5658
Ketchikan, AK 99901

City of Saxman Office of the Mayor
Rt 2 Box 1 907-225-4166
Ketchikan, AK 99901

November 18, 2020

The Honorable Mike Dunleavy
Governor, State of Alaska
PO Box 110001
Juneau, Alaska 99811-0001

Dear Governor Dunleavy,

The *Community of Ketchikan* (comprised of the three Ketchikan area local governments) is pleased to present to you our FY 2022 Community Capital Project and Policy Issue Priority List. Ketchikan local governments worked together to compile the following priority list of projects and policy issues for the benefit of the Community of Ketchikan.

The Fiscal Year 2022 Community of Ketchikan list of capital project priority requests for State funding is as follows:

1.	Ketchikan High School Security Upgrades	\$1,029,688
2.	Schoenbar Road Raw Water and Drinking Water Pipe Replacement	\$5,973,779
3.	Saxman Bulk Water Fill Station	\$258,000

The Fiscal Year 2022 Community of Ketchikan list of priority policy issues for State consideration is as follows:

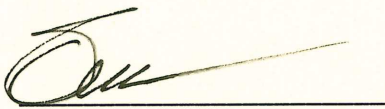
1. Opposing Actions by the State of Alaska to Shift the Costs of its Constitutional Obligation to Maintain a System of Public Schools Open to all Children of the State:
 - a. Opposing the Required Local Contribution as an invidious and unconstitutional measure, contrary to the mandate of the Alaska Constitution's Public Schools Clause, that its selective imposition has no rational basis in law, and opposing any effort by the State to increase the RLC.
 - b. Opposing any legislation which would increase the burden on PERS and TRS employers beyond the current employer contribution limits of 22 percent for PERS and 12.56 percent for TRS, including reducing on-behalf rates, imposition of termination study costs, and efforts to shift more of the net pension liability for PERS or TRS onto municipalities.
 - c. Opposing any efforts to reduce School Bond Debt Reimbursement payments for approved debt incurred by municipalities under the promise of State assistance and prior to the moratorium enacted in AS 14.11.100(s).
 - d. Opposing any effort by the State to shift its responsibilities for education to

municipalities by reducing the base student allocation, the method of calculation of average daily membership (ADM), or the multipliers set forth in the public school funding formula contained in AS 14.17.410, et seq.

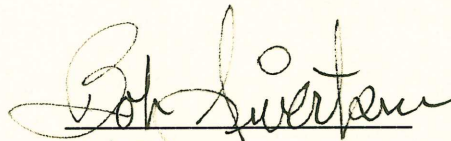
2. Encourage continuance of the current arrangement for sharing of the State excise tax on Commercial Passenger Vessels.
3. Urging continuance of funding for the Alaska Marine Highway System (AMHS).

The Ketchikan Gateway Borough, the City of Ketchikan, and the City of Saxman request your favorable consideration of Ketchikan's priority capital projects for inclusion in your FY 2022 capital budget. Additionally, your support for Legislative and Administrative action toward the Community of Ketchikan priority policy issues is requested.

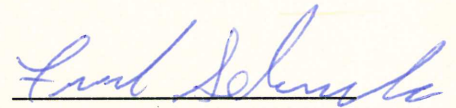
Sincerely,



Rodney Dial
Mayor, Ketchikan Gateway Borough



Bob Sivertsen
Mayor, City of Ketchikan



Frank Seludo
Mayor, City of Saxman

Greater Ketchikan Community Request for Fiscal Year 2022 State Funding

Project Title:
Ketchikan High School security upgrades

FY 2022 Funding Request: \$1,029,688

APPLICANT:	PROJECT PHOTO
<ul style="list-style-type: none">• Ketchikan School District• Tax ID# 92-0031096• 907-225-2416 <p>al.jacobsen@k21schools.org</p>	

Is the request a one-time project or is additional State funding expected to be requested in the future? One time

BRIEF PROJECT DESCRIPTION:

To replace and update cameras currently in Ketchikan High School building allowing for better resolution as well as ability to capture images in low light.

FUNDING PLAN

State the total project cost: \$1,029,688
State funding already secured: \$N/A
State the amount of the State funding request for this fiscal year: \$1,029,688
State the amount of funding available from other sources with an explanation where appropriate: \$339,797(30% local match).

DETAILED PROJECT CRITERIA:

Upgrading camera system in Ketchikan High School will increase safety for the community during events that are held in the building, this project will allow for greater ability to monitor and identify any issues pertaining to crime or vandalism.

PROJECT DESCRIPTION AND JUSTIFICATION:

Upgrading the security system in Ketchikan High School will increase safety for the community members by adding an extra layer of security for the kids attending school as well as all residents pertaining to local events that use Ketchikan High School as a venue.

The Ketchikan High School is one of the designated shelters for the community in case of a natural disaster.

This project would be an investment in the future for the community of Ketchikan. Our schools are one of the basic cornerstones of our community.

PROJECT TIMELINE

This project will need to be completed during the summer break.

ONGOING OPERATION AND MAINTENANCE:

Ongoing maintenance will be done by Ketchikan School District operations and maintenance department.

Greater Ketchikan Community Request for Fiscal Year 2022 State Funding

APPLICANT:

City of Ketchikan
334 Front Street
Ketchikan, Alaska 99901
Karl R. Amylon, City Manager
907-228-5603
karla@ktn-ak.us
Federal Tax ID : 92-6000082

PROJECT PHOTO



PROJECT DETAILS:

Schoenbar Road Raw Water and Drinking Water Pipe Replacement

- Expected completion date of December 2022
- Project timeline:

Site Survey and Geotechnical Investigation:	Completed
Engineering Design and Drafting:	2020
Public Hearings and Final Permits:	2020
Bidding and Construction:	2021-2022

PROJECT DESCRIPTION:

This project will replace the failing 36" ductile iron raw water transmission line and 16", 14" and 12" drinking water distribution pipes within the Schoenbar Road corridor. This project will be in conjunction with an effort to replace the sanitary sewer collection pipes, storm drain pipes, sidewalk, curb, gutter, and road surface. The 36" ductile iron raw water transmission line carries raw water for a portion of its route from our water source (Ketchikan Lakes) to our ultraviolet (UV) light disinfection facility. This pipe has developed leaks in December 2010, October 2018, June 2019 and July 2019. This is extremely troublesome because this is the only water supply for the entire town. Without replacement of the pipe in this project, future leaks could cause the town to run out of safe drinking water.

In addition, this project will replace the aging ductile iron and cast iron drinking water distribution mains. In April of 2005, the 12" cast iron water line broke, causing

**Request for Fiscal Year 2022 State Funding for
Schoenbar Road Raw Water and Drinking Water Pipe Replacement
Page 2**

extensive damage to the road, impacting access to the nearby Schoenbar Middle School, and causing loss of water supply to the neighborhood. Replacement of these pipes is critical to ensure consistent drinking water supply and fire protection.

On February 22, 2019 the City of Ketchikan executed loan agreement #481081 in the amount of \$1,591,967 with the State of Alaska Department of Environmental Conservation for the Schoenbar Road water main replacement project. However an additional \$5,973,779 is needed for the entire water replacement project.

FUNDING PLAN

- State the total project cost estimate: \$7,565,746
- State funding already secured: \$1,591,967
- Requested State Funding: \$5,973,779
- Funding available from other sources: \$ 0
- This request is a one-time project, and no additional State funding is expected to be requested in the future

ONGOING OPERATION AND MAINTENANCE:

The City of Ketchikan is responsible for the ongoing operation and maintenance of this project.

DETAILED PROJECT CRITERIA:

Describe how the project meets one or all of these criteria:

1. Projects that have already started and need to be finished:

This project is part of an ongoing replacement program of Ketchikan water infrastructure. It is included in the Ketchikan Public Utilities 5 year Capital Improvement Plan.

2. Projects that create jobs:

This project is of sufficient size that it would likely exceed the local contractor supply for labor. As such, the creation of additional construction jobs will be needed to complete this project.

3. Life, safety, health improvement projects:

**Request for Fiscal Year 2022 State Funding for
Schoenbar Road Raw Water and Drinking Water Pipe Replacement
Page 3**

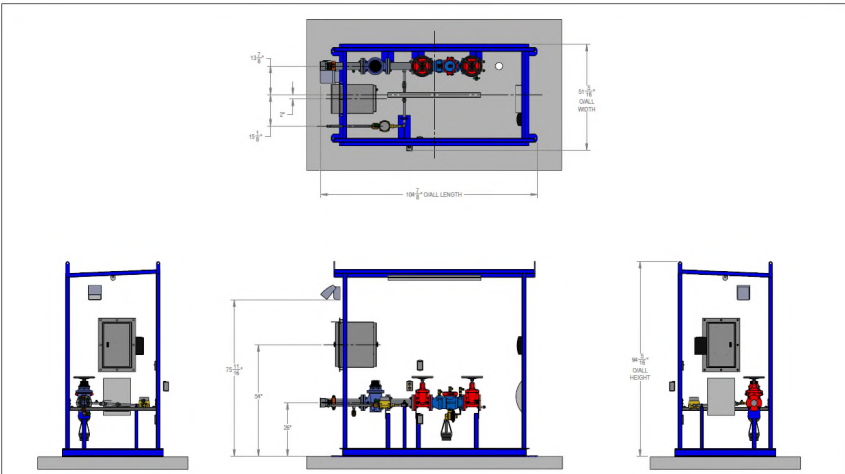
The 36" ductile iron water transmission line is the sole water supply line for the entire town. Any interruption to service (ie. leaks or breaks) causes an immediate concern for the community. The water distribution system supplies drinking water and fire protection for the surrounding neighborhood that includes the Schoenbar Middle School, Community Recreation Center, and Tongass School of Arts and Sciences elementary school.

PROJECT SUMMARY AND JUSTIFICATION:

These are suggested areas of focus based on prior funding cycles, which may be helpful in providing a summary of your project. Feel free to add or remove attributes as they apply to your project.

- **Deferred Maintenance:** This project will address deferred maintenance of the drinking water distribution system.
- **Transportation:** This project addresses an important transportation need for the community in that it will improve road conditions on an important road corridor that is used for the commercial deliveries of goods (fuel oil, construction materials, etc.) and access to the surrounding neighborhoods including the Schoenbar Middle School, Community Recreation Center, Aquatic Center, Tongass School of Arts and Sciences elementary school, Walker Field, Community Skate park, Public Library, and the Bear Valley residential area.
- **Infrastructure:** This project addresses a public infrastructure need in that it is a public water system.
- **Public Safety:** This project improves the public safety of the neighborhood in that it provides critical access for emergency response and fire department vehicles.
- **Investment in Future:** This project is an investment in the future of the greater community of Ketchikan in that it will provide construction jobs, improve existing infrastructure, and improve commerce within the community.
- **Support for Essential Services:** This project will aid in the delivery of essential public services, including community drinking water, fire protection, and providing access to the Ketchikan Gateway Borough Bus system, Senior Center shuttle, school bus service, emergency response and fire department vehicles.

Greater Ketchikan Community Request for Fiscal Year 2022 State Funding Bulk Water Fill Station

APPLICANT:	PROJECTS PHOTO																												
<p>City of Saxman EIN 92-0041226 Contact: Lori Richmond, Saxman City Clerk Phone: Office: 907-225-4166 Email: cityclerksaxman@kpunet.net</p>	 <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th>NO</th> <th>DR</th> <th>CH</th> <th>REVISION</th> <th>APPRO</th> <th>DATE</th> <th>SCALE: 1/2\" data-bbox="344 465 861 495"> </th></tr></thead> <tbody> <tr> <td>A</td> <td>1</td> <td>JB</td> <td>ISSUED FOR PROPOSAL</td> <td></td> <td>2019-09-13</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	NO	DR	CH	REVISION	APPRO	DATE	SCALE: 1/2\" data-bbox="344 465 861 495">	A	1	JB	ISSUED FOR PROPOSAL		2019-09-13															
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ONE TIME FUNDING:
 One Time request

BRIEF PROJECT DESCRIPTION:

Bulk Water Fill Station (\$258,000)

- A. Community Bulk Water Fill Station: (\$68,000). Due to recent/upcoming upgrades in Saxman’s water sourcing and water treatment systems, Saxman has abundant and very high quality drinking water. This project purchases and installs a fully automated, metered, self-serve, bulk water fill station that will meet the demand of homeowners and water suppliers (residential water supply trucks). The water dispensing terminal will be located in the Community Center Parking Lot and will be available 24/7. The revenue generated from water sales would be re-invested in Saxman infrastructure. Costs include a turn-key water dispensing terminal from Flow Point Systems, Inc., necessary waterline extensions, and cement pad.
- B. Community Center Parking Lot Paving: (\$190,000): The front parking lot at Saxman’s Community Center is gravel and is often filled with potholes, making it difficult for the elderly or individuals with mobility issues to access the services located at the Community Center. The increased traffic of large trucks, recreational vehicles, and commercial trucks utilizing the

**Request for Fiscal Year 2022 State Funding for
Bulk Water Fill Station
Page 2**

bulk water fill station will cause irreparable damage to the currently inadequate gravel lot. The parking lot pavement MUST take place concurrently with the water fill station for the fill station to be accessible and continue accessibility to the Community Center. The community center houses local government and public safety offices, has a full sized gymnasium, and serves as a center point for community activities and events. The cost of grading, providing 4" of D-1 and laying 2.5" of asphalt is \$190,000 based on a \$5/square foot quote from a local contractor.

FUNDING PLAN

State the total project cost: \$ 258,000

State funding already secured: \$ 0

State the amount of the State funding request for this fiscal year: \$ \$238,000

State the amount of funding available from other sources with an explanation where appropriate: \$ \$20,000 In-Kind

DETAILED PROJECT CRITERIA:

Describe how the project meets one or all of these criteria:

1. Paving the Community Center Parking lot will address serious accessibility issues to the City Hall, Public Safety Office, and will make our voting (precinct) location more accessible. It should be paved to accommodate the larger water trucks using the bulk water fill station.
2. The Community Bulk Water Fill station will provide clean drinking water to area residents and generate revenue to assist with infrastructure development and future development of the City. The City of Saxman suffers from chronic lack of revenue that can be remedied by projects that are both economically viable and socially justified.

PROJECT DESCRIPTION AND JUSTIFICATION

Infrastructure: The City of Saxman is a predominantly native community, is economically distressed, and experiences much higher levels of poverty when compared to the neighboring communities in the Ketchikan Gateway Borough. As a result, the City government suffers from chronic, long-standing lack of revenue to support basic city operations and infrastructure (public buildings, public parks, sidewalks, etc...). The City also lacks potential for a tax based revenue due to low population and high poverty, among others reasons. As a result, Saxman must develop projects like the bulk water fill station that convert natural resources (water) into useable revenue, which can then be used for infrastructure and future development of the community.

Investment in Future: These projects, like the Water Fill Station, are self-sustaining in

**Request for Fiscal Year 2022 State Funding for
Bulk Water Fill Station
Page 3**

that they require a relatively small capital outlay, are low maintenance, have the potential to continue indefinitely, and will more than pay for themselves. These projects are an investment in the future of Saxman as they convert Saxman's most valued assets (pristine drinking water) into much needed revenue to support the basic services and infrastructure of the City and allows for future economic development of the community.

Support for Essential Services: The bulk water fill station is relatively inexpensive to initiate and has strong potential to create jobs and revenue. These projects will create jobs, promote Saxman business development, and generate revenue for the city to maintain basic governmental functions, including essential services. The Community Center projects enhance access to voting and public safety services.

Culture and Recreation: This project supports public recreation in that it will give a source for bulk, clean water to those going to Mt. Point Boat Launch, Saxman Seaport, hiking and camping in the area. The residents of the City of Saxman are proud of the natural resources available to them and the ability to share them with the public.

PROJECT TIMELINE

The Projects can all be completed within a 18-24 month timeframe.

OPERATIONS AND MAINTENANCE

City of Saxman will be responsible for maintenance and operations of all projects.



Community of Ketchikan Fiscal Year 2022 Policy Issue for State Administrative or Legislative Action

Community Policy Issue Priority No. 1: Opposing Actions by the State of Alaska to Shift the Costs of its Constitutional Obligation to Maintain a System of Public Schools Open to all Children of the State, as called for in Resolution 2817

- a. Opposing the Required Local Contribution as an invidious and unconstitutional measure, contrary to the mandate of the Alaska Constitution's Public Schools Clause, that its selective imposition has no rational basis in law, and opposing any effort by the State to increase the RLC.
- b. Opposing any legislation which would increase the burden on PERS and TRS employers beyond the current employer contribution limits of 22 percent for PERS and 12.56 percent for TRS, including reducing on-behalf rates, imposition of termination study costs, and efforts to shift more of the net pension liability for PERS or TRS onto municipalities.
- c. Opposing any efforts to reduce School Bond Debt Reimbursement payments for approved debt incurred by municipalities under the promise of State assistance and prior to the moratorium enacted in AS 14.11.100(s).
- d. Opposing any effort by the State to shift its responsibilities for education to municipalities by reducing the base student allocation, the method of calculation of average daily membership (ADM), or the multipliers set forth in the public school funding formula contained in AS 14.17.410, et seq.



Community of Ketchikan Fiscal Year 2022 Policy Issue for State Administrative or Legislative Action

Community Policy Issue Priority No. 2: Encourage continuance of the current arrangement for sharing of the State excise tax on Commercial Passenger Vessels (CPV).

The community of Ketchikan welcomes and serves approximately 1,000,000 excise-tax-paying cruise passengers each year. State Commercial Passenger Vessel excise tax proceeds shared with the Ketchikan Gateway Borough – which amount to \$2.50 per passenger – are crucial in funding essential services to those visitors. The City of Ketchikan is the recipient of \$2.50 per passenger from the Commercial Passenger Vessel (CPV) Program. These funds are used to finance capital improvements and ancillary services that directly benefit passengers and cruise ships that moor at four berths, which comprise the Port of Ketchikan.

In 2014, the Alaska Department of Commerce, Community, and Economic Development (DCCED) prepared a 42-page report to the Governor, Legislature, and public titled *Commercial Passenger Vessel Excise Tax: Community Needs, Priorities, Shared Revenue, and Expenditures -- Fiscal Years 2007 – 2014* (hereafter “DCCED Report”).

The *DCCED Report* addressed the needs of communities to safely and efficiently host passengers that pay CPV taxes. It also addressed the extent to which CPV tax proceeds have been used to defray those costs. With regard to the Ketchikan Gateway Borough’s expenditure of CPV tax proceeds, the *DCCED Report* stated as follows on page 22:

The Ketchikan Gateway Borough uses an analytical approach to spending Commercial Passenger Vessel Excise Tax (CPV) revenue. On an annual basis, the borough determines (1) the costs of maintaining infrastructure that cruise passengers and crew rely heavily upon and (2) costs of delivering public services to the passengers and crew. The borough apportions these costs between residents and visitors based on their proportion of overall use. Borough staff completes the analysis and makes recommendations for expending revenue to the borough assembly. The Ketchikan Gateway Borough Assembly hears public comment on proposed expenditures and makes the final decision on how to spend the CPV revenue.

On page 23, the *DCCED Report* stated:

The Ketchikan Gateway Borough uses CPV shared revenue to cover the costs of delivering services and maintaining infrastructure for the benefit of the cruise industry. The borough uses CPV revenue primarily for passenger safety and enhanced passenger services. Examples of expenditures include upgrades to the borough’s transit system, rain and weather shelters, and passenger enhancement projects through the Ketchikan Visitors Bureau, pedestrian safety upgrades (i.e. walkway improvements, street crossing improvements), emergency services upgrades such as locator beacons for trail use, and emergency services response materials and

equipment.

In 2016, the Legislative Budget and Audit Committee released its audit report of the Commercial Passenger Vessel Tax Program, which concluded that

- “. . . shared tax revenues spent by communities to improve port facilities and harbor infrastructure were expended in compliance with State law; and”
- “. . . the unspent balance of shared taxes was determined to be reasonable based on community efforts to initiate or complete CPV projects. Further the audit concluded that unexpended CPV grants are supported by ongoing projects.”

The audit report affirmed that the City of Ketchikan’s expenditure of CPV shared tax revenues to improve port facilities and harbor infrastructure was accomplished in compliance with State law and that the City’s unexpended balance of shared tax revenues is reasonable based on its efforts to initiate or complete CPV projects.

The City of Ketchikan contracted with Moffatt & Nichol in 2016 for planning and design of port improvements that will be necessary to accommodate post-Panamax sized cruise ships that began calling in Ketchikan in 2018. Required capital improvements to accommodate such vessels include removal of a rock pinnacle approximately 800 feet from the face of Berth II, which will involve dredging and rock removal to increase the navigational depth from minus 27 feet to minus 40 feet. The project contract has been awarded at cost of \$5.4 million and is anticipated to be completed by the spring of 2020.

Planning and design of a much larger project also began in 2017 involving the installation of floating gangway landing barges alongside Berths I and II. This project will allow post-Panamax cruise ships to land multiple gangways at each berth, in order to disembark and embark passengers. Most of the newer, larger ships have all but one of their passenger access doors located on lower decks that are not accessible on the fixed docks at Berths I and II except on higher tides. With typical stay times in Ketchikan of only 6 or 7 hours, there is simply not enough time to unload and load 3,000 or more passengers using just one gangway. The estimated cost of adding floating gangway landing barges at Berths I and II and reconfiguring the berths to accommodate larger vessels is \$97 million.



Community of Ketchikan Fiscal Year 2022 Policy Issue for State Administrative or Legislative Action

Community Policy Issue Priority No. 3: Urging continuance of funding for the Alaska Marine Highway System (AMHS)

The Community of Ketchikan urges the State of Alaska to continue funding for the Alaska Marine Highway System (AMHS). As identified in the Alaska Statewide Transportation Improvement Program (STIP), the purpose of the AMHS is to "provide safe, reliable, and efficient transportation of people, goods and vehicles among Alaska communities . . . and the Lower 48." The continuation of the AMHS program is crucial for the economic viability of Southeast Alaska communities, and specifically for Ketchikan.

Further, the Community of Ketchikan urges the following:

- a) Promote the priority of close economic, social and cultural ties with Prince Rupert and joining the efforts of Southeast Conference in Planning for expanded economic activities between Southeast Alaska and the Port of Prince Rupert as well as the future of the Alaska Marine Highway ferry system ferry terminal in Prince Rupert, British Columbia as called for in Borough Assembly Resolution 2821.
- b) Support the AMHS Bellingham Ferry Route and legislation establishing regional transportation planning organizations as called for in Borough Assembly Resolution 2302.

**KETCHIKAN GATEWAY BOROUGH
AND
KETCHIKAN GATEWAY BOROUGH SCHOOL BOARD**

**ASSEMBLY RESOLUTION NO. 2817
SCHOOL BOARD RESOLUTION NO. 20-02**

A Resolution of the Ketchikan Gateway Borough Assembly and the Ketchikan Gateway Borough School Board, Opposing Actions by the State of Alaska to Shift the Costs of its Constitutional Obligation to Maintain a System of Public Schools Open to all Children of the State

RECITALS

- A. WHEREAS**, Article VII, §1 of the Alaska Constitution commands that the Legislature “shall by general law establish and maintain a system of public schools open to all children of the state”, a provision that obligates the legislature in equal measure to provide for all 53 school districts in the State of Alaska; and
- B. WHEREAS**, in support of this mandate of the Constitution, the Legislature enacted AS 14.17.410 which provides the formula by which the adequate funding for each school district is calculated, commonly referred to as the Base Student Allocation or BSA; and
- C. WHEREAS**, the calculation set forth in AS 14.17.410 imposes an additional requirement on only 34 of the state’s 53 jurisdictions, to wit: a Required Local Contribution (RLC) equivalent to a 2.65 mill tax levy on the full and true value of the taxable real and personal property in those selected school districts; and
- D. WHEREAS**, the RLC operates functionally as a tax levied on residents of incorporated boroughs, home rule municipalities, and first class cities, and it arbitrarily permits residents within the 19 Regional Educational Attendance Areas (REAs) to bear no responsibility whatsoever for the funding of their schools; and
- E. WHEREAS**, the State of Alaska (State) has broad authority over public education in Alaska, a Constitutional duty shared by no other unit of government in Alaska; and
- F. WHEREAS**, in the exercise of its authority over public education, the State established a Teachers Retirement System (TRS) and statutorily requires that all teachers in public schools be included in that system; and
- G. WHEREAS**, the State established the Public Employee Retirement System (PERS) in 1961; and

- H. **WHEREAS**, in recognition of the State's responsibility for the majority of the unfunded pension and health benefit liability, in 2008 the State amended its Statutes regarding employer contributions to PERS and TRS, placing a cap on employer contributions to PERS at 22 percent of payroll, and on TRS contributions at 12.56 percent of payroll, with the State accepting responsibility for any costs in excess of this amount; and
- I. **WHEREAS**, in partial recognition of the State's obligation to provide a system of public schools which includes the facilities required to carry out this obligation, the State, in AS 14.11.100, established the School Bond Debt Reimbursement Program, providing assistance to municipalities for the payment of principal and interest costs related to the construction and major maintenance of school facilities; and
- J. **WHEREAS**, municipalities have, in good faith, incurred debt to assist the State in carrying out its obligation to provide a system of public schools; and such debt represents a substantial portion of the total debt load borne by municipalities; and
- K. **WHEREAS**, any change in the School Bond Debt Reimbursement rate imperils the finances of municipalities that have developed responsible, long-term debt management plans in reliance upon the State answering its Constitutional obligation; and
- L. **WHEREAS**, the State has additionally created the formula in AS 14.17.400, et seq., to determine the necessary level of per pupil State funding for basic and special education, a formula that municipalities properly rely upon to ensure appropriate, predictable funding of the schools they operate.

NOW, THEREFORE, IN CONSIDERATION OF THE ABOVE FACTS, IT IS RESOLVED BY THE ASSEMBLY OF THE KETCHIKAN GATEWAY BOROUGH as follows:

Section 1. The Assembly and the School Board find the Required Local Contribution is an invidious and unconstitutional measure, contrary to the mandate of the Alaska Constitution's Public Schools Clause, that its selective imposition has no rational basis in law, and opposes any effort by the State to increase the RLC.

Section 2. The Assembly and the School Board oppose any legislation which would increase the burden on PERS and TRS employers beyond the current employer contribution limits of 22 percent for PERS and 12.56 percent for TRS, including reducing on-behalf rates, imposition of termination study costs, and efforts to shift more of the net pension liability for PERS or TRS onto municipalities.

Section 3. The Assembly and the School Board oppose any efforts to reduce School Bond Debt Reimbursement payments for approved debt incurred by municipalities under the promise of State assistance and prior to the moratorium enacted in 14.11.100(s).

Section 4. The Assembly and the School Board oppose any effort by the State to shift its responsibilities for education to municipalities by reducing the base student allocation, the method of calculation of average daily membership (ADM), or the multipliers set forth in the public school funding formula contained in AS 14.17.410, et seq.

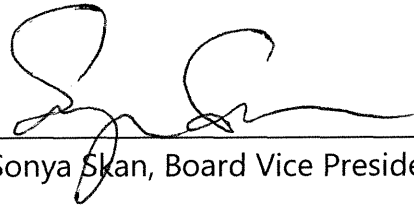
Section 5. Effective Date. This resolution shall be effective upon adoption by the Assembly and the School Board, whichever occurs later.

ADOPTED by the Assembly this 3rd day of September, 2019.

ADOPTED by the School Board this ²⁵11th day of September, 2019.



Matt Eisenhower, Board President

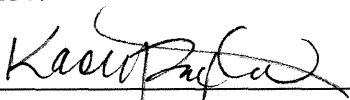


Sonya Skan, Board Vice President



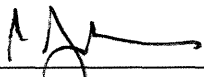
David Landis, Borough Mayor

ATTEST:



Kacie Paxton, Borough Clerk

APPROVED AS TO FORM:



Glenn Brown, Borough Attorney