

HB

1



HOUSE COMMUNITY AND REGIONAL AFFAIRS

SUBJECT OF MEETING:

534B1

DATE: 2/11/93

PLACE: Rm 124

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



HOUSE COMMUNITY AND REGIONAL AFFAIRS

DATE: 2/23/93

PLACE: Rm. 124

SUBJECT OF MEETING:

\* SSHB 1

\* SJR 20

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
						Y	N	
Kent Swisher	AML	217 Second St Juneau	99801		586-1325	(Y)	N	SHB 1
Russell Heath	AEL	POB 22151 Juneau	99802		963-3366	(Y)	N	HR 1
Jim Rowler	SE CONFERENCE	124 W. 5 Juneau	99801		463-5445	(Y)	N	NS 1
JEFF OTTSEN	DOTPK	3132 Channel Dr. Juneau	99801		965-6954	(Y)	N	HB 1
Juanita Hensley	DPS/DMU	PO Box 20020	99802		465-4335	Y	N	HB 1 - questions only
Janice Adair	DEC					(Y)	N	
Bruce Geraghty	DCRA	Juneau		4700		Y	N	SJR 20
LEW A. WYATT	THE BTRAK CORP.	THE BTRAK CORP. 4792 - S BUSINESS PARK BLVD. ANCHORAGE, AK 99503	99503		501-7101	(Y)	N	
SHIRLEY ALMSTRONG	Dept R. Phillips	Cap. 103			4949	Y	N	
						Y	N	

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

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

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

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

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

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

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

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

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

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

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

PAGE TWO  
SSHOUSE BILL 1

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

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

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

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

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

SGN

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

PAGE THREE  
SSHOUSE BILL 1

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

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

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

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

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

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

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

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

SGN

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

PAGE FOUR  
SSHOUSE BILL 1

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

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


SGN



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

February 11, 1993

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

FROM: Kent E. Swisher, Executive Director 

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

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

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

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

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

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

Enclosure

cc: Representative Gail Phillips

LEG933:hb1.211

**Resolution of the Alaska Municipal League**

**Resolution No. 93-6**

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

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

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

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

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

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


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

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


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

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

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

  
\_\_\_\_\_  
Willie Goodwin, Jr., President

ATTEST:

  
\_\_\_\_\_  
Kent E. Swisher, Executive Director

**BILL NO:** HB 1

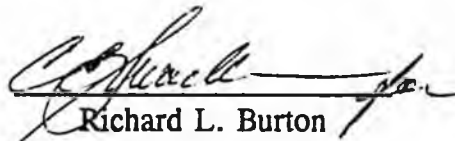
**DATE:** February 3, 1993

**TITLE:** "An Act Relating to  
Motor Vehicle  
Registration"

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

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

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

  
Richard L. Burton  
Commissioner

# FISCAL NOTE

STATE OF ALASKA  
1993 LEGISLATIVE SESSION

BILL NO: HB 1

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

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

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

**FUNDING: (Thousands of Dollars)**

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

**POSITIONS:**

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

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

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

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

*Motor*  
2/3/93

PREPARER TO PUBLIC SAFETY LEGISLATIVE OFFICE

For

FISCAL NOTES

ive Office

# FISCAL NOTE

STATE OF ALASKA  
1993 LEGISLATIVE SESSION

BILL NO. SSHB 1

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

COMPONENT SERIAL NO. 1 | 8 | 2 | 0

EXPENDITURES/REVENUES:

(Thousands of Dollars)

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

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

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

FUNDING:

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

POSITIONS: NONE

FULL-TIME						
PART-TIME						
TEMPORARY						

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

ANALYSIS: (Attach a separate page if necessary.)

\* See attached \*

Prepared by: Glenn Miller  
 Division: Environmental Quality

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

Approved by Commissioner: [Signature]  
 Agency: Department of Environmental Conservation

Date: 1/26/93

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

## SSHB 1

### Analysis

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

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

The process we plan to use is outlined below:

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

#### FUND DISTRIBUTION FORMULA

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

**N<sub>n</sub>** = cars reported by city <sub>n</sub>  
**C<sub>n</sub>** = cost to manage cars in city <sub>n</sub>  
**M<sub>n</sub>** = \$ amount given to city <sub>n</sub>  
**P<sub>n</sub>** = points for city <sub>n</sub>  
**A<sub>n</sub>** = award factor for city <sub>n</sub>

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

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

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

- The higher the value of P<sub>n</sub> the less money received

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

JUNK CAR MANAGEMENT FUNDING SYSTEM

APPLICATION FORM

1. Local government/applicant \_\_\_\_\_  
send check to this address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

3. Total cost to move the cars \$ \_\_\_\_\_

4. Certification;

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

\_\_\_\_\_  
Signature date

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

INTRODUCTION OF BILLS (House)

Motor Vehicle Registration  
(recycling fee)

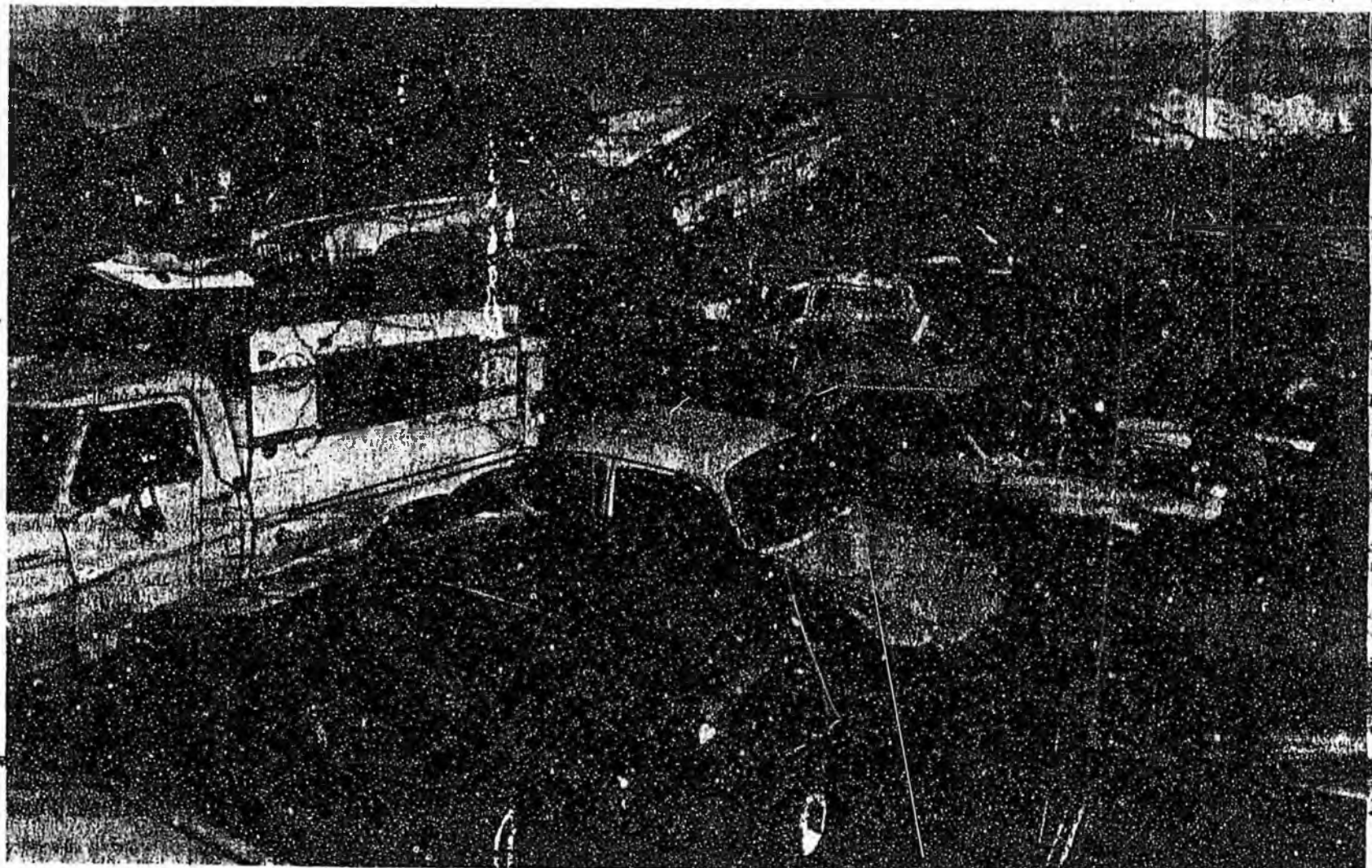
SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 1, by Rep. PHILLIPS. Seeks to impose an annual motor vehicle recycling fee of \$2 for each motor vehicle in the state upon registration or renewal of registration. The legislature will be able to appropriate money collected under this law to the motor vehicle recycling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

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

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

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

ADDITIONAL BACKUP



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

APR 9, 1992 *Junkcar*  
*Empire*

# Junk-car problem keeps piling up

# Junk-car problem keeps piling up

APR. 9, 1992 JUNEAU EMPLOYER

By ANNABEL LUND

THE JUNEAU EMPLOYER

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

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

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

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

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

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

- Debra Purves, environmental and zoning inspector

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

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

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

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

"Even if you do find the last reg-

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

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

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

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

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

said.

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

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

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

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

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

Please turn to Cars, Page 8

## Cars...

Continued from Page 1

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

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

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

The landfill receives 10 to 12 junked autos a month.

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

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

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

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

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

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

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

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

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

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

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

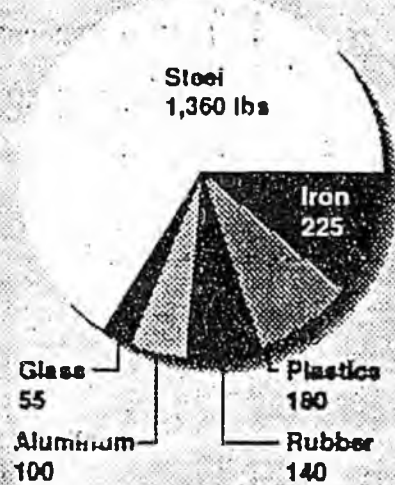
"Small communities don't generate enough material and don't have the fiscal ability to get rid of the stuff, but on a regional basis we think we can work out a system to make it cost efficient. The idea is to have communities collect and process the materials - it's called dock-side ready - and contract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

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

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

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

## Reusing cars



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

Source: Motor Vehicle Manufacturers Association

The New York Times

# Germans move toward auto recycling laws

By TAMARA JONES  
Los Angeles Times

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

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

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

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

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

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

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

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

— Wolfgang Herl  
Alliance 90-Greens Party

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8-LS0002J  
Ford  
3/16/93

CS FOR SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 1( )  
IN THE LEGISLATURE OF THE STATE OF ALASKA  
EIGHTEENTH LEGISLATURE - FIRST SESSION

BY

Offered:  
Referred:

Sponsor(s): REPRESENTATIVES PHILLIPS, Finkelstein, Nordlund

A BILL  
FOR AN ACT ENTITLED

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

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

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

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

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

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

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

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

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

STATE OF ALASKA  
1993 LEGISLATIVE SESSION

BILL NO: CSSSHB 1

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

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

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

FUNDING: (Thousands of Dollars)

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

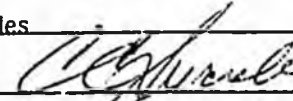
POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

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

ANALYSIS: (Attach a separate page if necessary.)

See attached.

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

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

Revenue fund source at \$2.00 per registration.

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

Revenue fund source at \$5.00 per registration.

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

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

**BILL NO:** CSSSHB 1

**DATE:** March 16, 1993

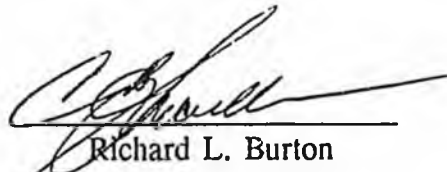
**TITLE:** "An Act relating to motor vehicle registration"

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

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

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

The Department of Public Safety supports this bill.

  
Richard L. Burton  
Commissioner

**FISCAL NOTE**

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

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

Sponsor: Phillips  
Requestor: Olberg

Component:  
Component Serial Number:

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

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

CAPITAL	0	0	0	0	0	0
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REVENUE FUND SOURCE	0	0	0	0	0	0
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**FUNDING: (Thousands of Dollars)**

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

**POSITIONS**

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

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

**ANALYSIS: (Attach a separate page if necessary)**

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

Prepared by: Jeffery C. Ottesen

Phone: 465-2951

Division: Engineering & Operations Standards

Date: March 18, 1993

Approved by Commissioner: W.K. Ganten

Phone: 465-3901

for Frank G. Turpin

Agency: Department of Transportation and Public Facilities

Date: March 18, 1993

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FISCAL NOTE

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

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

Sponsor: Phillips  
Requestor: Olberg

Component:  
Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

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

CAPITAL	0	0	0	0	0	0
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REVENUE FUND SOURCE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

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

POSITIONS

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

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

ANALYSIS: (Attach a separate page if necessary)

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

Prepared by: Jeffery C. Ottesen

Phone: 465-2951

Division: Engineering & Operations Standards

Date: March 18, 1993

Approved by Commissioner: W.K. Genken

Phone: 465-3901

for Frank G. Turpin

Agency: Department of Transportation and Public Facilities

Date: March 18, 1993

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ANALYSIS (cont. from page 1):

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

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

In the interest of the public we believe some nominal level of auditing in the field would be beneficial as this program would be allocating over \$2.5 million per year. Our first level of reviews would involve asking maintenance superintendents how the cleanup was going in a given community. If their observations don't confirm what the grantee is indicating, we would follow-up with a field visit and/or audit of the grantee's records. The need for periodic audits and or legal involvement from the Dept. of Law is the basis for the continuing level of contractual services.

In some areas of the state, it may be beneficial if the program coordinator created a multi-jurisdiction contract with a crusher/hauler which they could utilize under a term contract arrangement. This would be particularly beneficial in coastal communities and river communities of the state, but would have statewide applicability. Such an approach would provide economy-of-scale benefits, thereby increasing the effectiveness of the overall program.

No new positions are requested to administer this program. An existing PCN, which has historically administered the federal-aid vehicle clean-up program, would be used to manage the program.

**FISCAL NOTE**

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

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

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

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

CAPITAL	0	0	0	0	0	0
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REVENUE FUND SOURCE	0	0	0	0	0	0
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**FUNDING: (Thousands of Dollars)**

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

**POSITIONS**

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

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

**ANALYSIS: (Attach a separate page if necessary)**

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

Prepared by: Jeffery C. Ottesen

Phone: 465-2951

Division: Engineering & Operations Standards

Date: March 18, 1993

Approved by Commissioner: W.K. Genken

Phone: 465-3901

FOR Frank G. Turpin

Agency: Department of Transportation and Public Facilities

Date: March 18, 1993

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ANALYSIS (cont. from page 1):

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

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

In the interest of the public we believe some nominal level of auditing in the field would be beneficial as this program would be allocating over \$2.5 million per year. Our first level of reviews would involve asking maintenance superintendents how the cleanup was going in a given community. If their observations don't confirm what the grantee is indicating, we would follow-up with a field visit and/or audit of the grantee's records. The need for periodic audits and/or legal involvement from the Dept. of Law is the basis for the continuing level of contractual services.

In some areas of the state, it may be beneficial if the program coordinator created a multi-jurisdiction contract with a crusher/hauler which they could utilize under a term contract arrangement. This would be particularly beneficial in coastal communities and river communities of the state, but would have statewide applicability. Such an approach would provide economy-of-scale benefits, thereby increasing the effectiveness of the overall program.

No new positions are requested to administer this program. An existing PCN, which has historically administered the federal-aid vehicle clean-up program, would be used to manage the program.

**FISCAL NOTE**

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

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

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

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

**FUNDING: (Thousands of Dollars)**

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

**POSITIONS**

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

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

**ANALYSIS: (Attach a separate page if necessary)**

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

Prepared by: Jeffery C. Ottesen

Phone: 465-2951

Division: Engineering & Operations Standards

Date: March 18, 1993

Approved by Commissioner: W.K. Genken

Phone: 465-3901

Agency: Department of Transportation and Public Facilities

Date: March 18, 1993

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ANALYSIS (cont. from page 1):

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**FISCAL NOTE**

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

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

Sponsor: Phillips  
Requestor: Olberg

Component:  
Component Serial Number:

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

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

CAPITAL	0	0	0	0	0	0
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REVENUE FUND SOURCE	0	0	0	0	0	0
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**FUNDING: (Thousands of Dollars)**

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

**POSITIONS**

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

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

**ANALYSIS: (Attach a separate page if necessary)**

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

Prepared by: Jeffery C. Ottesen

Phone: 465-2951

Division: Engineering & Operations Standards

Date: March 18, 1993

Approved by Commissioner: W.K. Genter

Phone: 465-3901

FOR Frank G. Turpin

Agency: Department of Transportation and Public Facilities

Date: March 18, 1993

ANALYSIS (cont. from page 1):

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

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

In the interest of the public we believe some nominal level of auditing in the field would be beneficial as this program would be allocating over \$2.5 million per year. Our first level of reviews would involve asking maintenance superintendents how the cleanup was going in a given community. If their observations don't confirm what the grantee is indicating, we would follow-up with a field visit and/or audit of the grantee's records. The need for periodic audits and or legal involvement from the Dept. of Law is the basis for the continuing level of contractual services.

In some areas of the state, it may be beneficial if the program coordinator created a multi-jurisdiction contract with a crusher/hauler which they could utilize under a term contract arrangement. This would be particularly beneficial in coastal communities and river communities of the state, but would have statewide applicability. Such an approach would provide economy-of-scale benefits, thereby increasing the effectiveness of the overall program.

No new positions are requested to administer this program. An existing PCN, which has historically administered the federal-aid vehicle clean-up program, would be used to manage the program.

FISCAL NOTE

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

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

Sponsor: Phillips  
Requestor: Olberg

Component:  
Component Serial Number:

EXPENDITURES/REVENUES: (Thousands of Dollars)

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

CAPITAL	0	0	0	0	0	0
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REVENUE FUND SOURCE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

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

POSITIONS

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

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

ANALYSIS: (Attach a separate page if necessary)

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

Prepared by: Jeffery C. Ottesen

Phone: 465-2951

Division: Engineering & Operations Standards

Date: March 18, 1993

Approved by Commissioner: W.K. Genken

Phone: 465-3901

for Frank G. Turpin

Agency: Department of Transportation and Public Facilities

Date: March 18, 1993

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ANALYSIS (cont. from page 1):

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

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**FISCAL NOTE**

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

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
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LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
<b>TOTAL OPERATING:</b>	<b>22.5</b>	<b>44.5</b>	<b>44.5</b>	<b>44.5</b>	<b>44.5</b>	<b>44.5</b>

CAPITAL	0	0	0	0	0	0
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REVENUE FUND SOURCE	0	0	0	0	0	0
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**FUNDING: (Thousands of Dollars)**

1002 FEDERAK RECEIPTS	0	0	0	0	0	0
1003 GF MATCH	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
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OTHER	0	0	0	0	0	0
<b>TOTAL FUNDING:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**POSITIONS**

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

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

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Date: March 18, 1993

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