

**HB**

**1**

**HFIN**

**FILE**

# HOUSE COMMITTEE REPORT

(11)

Date Referred: March 22, 1993

FURTHER REFERRALS:

Date of Committee Action: 3/31/93

The FINANCE Committee considered:

SSHB 1

SPONSOR SUB.FOR HOUSE BILL NO. 1

MOTOR VEHICLE RECYCLING GRANT FUND & FEE

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

RECOMMENDATIONS:

be replaced with CS 53 HB 1 (CRA)

the same title

a new title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the \_\_\_\_\_ Committee

ADOPTS: \_\_\_\_\_ letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept)

APPROVES PREVIOUS: (Dept/Date)

fiscal impact Public Safety

fiscal note(s) DOT 3/22/93

zero fiscal note DEC

zero fiscal note(s) \_\_\_\_\_

SIGNING <u>DO</u> PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Eileen P. Maclean</i>		<i>Mark Stanley</i> <sup>Hakley</sup>		X	
<i>Ronald J. Larson</i>	X	<i>Terry Martin</i> <sup>Martin</sup>			X
<i>Larry Brown</i> <sup>Brown</sup>	✓	<i>Paul R. Parne</i> <sup>Parne</sup>			✓
<i>Richard J. Foster</i> <sup>Foster</sup>	?	<i>Ben Simon</i> <sup>Byssendorf</sup>		X	
		<i>Tom Hoff</i> <sup>Hoffman</sup>			✓
		<i>Mike ...</i> <sup>UNAWARRE</sup>			✓
		<i>Gene ...</i> <sup>Therault</sup>			X

*Ronald J. Larson* *E.P. Maclean*  
CHAIRMAN'S SIGNATURE

FISCAL NOTE

Revision Date: 03/30/93 Department Affected: DOT&PF  
Title: Motor Vehicle Recycling Grant Fund and Fee BRU: E&OS Division

Sponsor: Rep. Phillips Component:  
Requestor: Rep. Phillips 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
TOTAL OPERATING:	22.5	44.5	44.5	44.5	44.5	44.5

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 FEDERAL 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
TOTAL FUNDING:	22.5	44.5	44.5	44.5	44.5	44.5

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 30, 1993

Approved by Commissioner: Frank G. Turpin

Phone: 465-3900

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 488,937 or more vehicles will be subject to the annual fee. Based on this assumption, the program will generate approximately \$977,874, of which we propose allocating approximately 4.5% to grant administration and oversight. If the fee were increased to \$5 per vehicle, the administrative cost could be reduced to about 2.5%.

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 \$0.93 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

STATE OF ALASKA  
1993 LEGISLATIVE SESSION

BILL NO. SSHB 1

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

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						
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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/MHTLA	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: *Glenn Miller*  
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

$N_n$  = cars reported by city  $n$   
 $C_n$  = cost to manage cars in city  $n$   
 $M_n$  = \$ amount given to city  $n$   
 $P_n$  = points for city  $n$   
 $A_n$  = award factor for city  $n$

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  $P_n$  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.

# FISCAL NOTE

STATE OF ALASKA  
1993 LEGISLATIVE SESSION

ILL NO: CSSSHB 1

Revision Date: 3/16/93 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						
TRAVEL						
CONTRACTUAL	7.5	0	0	0	0	0
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	<b>7.5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAPITAL						
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REVENUE FUND SOURCE: 1004	489.0	997.9	997.9	997.9	997.9	997.9
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**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						
<b>TOTAL</b>	<b>7.5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

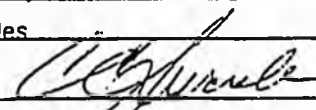
**POSITIONS:**

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 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.

# Alaska State Legislature

## House of Representatives



Official Business

State Capitol  
Juneau, Alaska 99801-1182  
(907) 465-3718

### House Majority Leader

TO: House Finance Committee 3/31/93  
FROM: Representative Gail Phillips  
RE: Sponsors Statement CSSS HB 1 (CRA)  
Motor Vehicle Recycling

Mr. Chairman, Members of the committee. Thank you for hearing this bill.

Present Alaska law does not provide for a state program of municipal grants for recycling junked and abandoned cars. HB 1 would create a program to do so by charging an annual fee to vehicle owners at the time of registration and by creating a fund in the Department of Transportation and Public Facilities for the purpose of providing grants to municipalities for transporting such vehicles to recycling centers.

Much of the beauty of our Alaska scenery is marred by the sight of junked and abandoned vehicles along roadways. In addition to the visual disruption, these vehicles are attractive nuisances where children may be at risk because of broken glass and other hazards. There is also the environmental damage stemming from leaking oil, fuel, brake and transmission fluids and battery acids.

The program set forth in HB 1 would add a recycling fee of \$2 to the annual vehicle registration fee. Current statistics show that there are 488,937 or more registered vehicles in this state which would create a fund of approximately \$980,000. The funds from the fee would be deposited into the general fund. The bill also creates a municipal recycling grant fund

Sponsor's Statement HB 1, p. 2

The legislature would have to annually appropriate money from the general fund into the municipal recycling grant fund. The Dep't of Transportation would then allocate grants to municipalities for the recycling of motor vehicles.

Several municipalities have participated in programs for the removal of vehicles on their own or in conjunction with state-sponsored "beautification" efforts. Other municipalities have participated in a federal program administered by the Dep't of Transportation/Public Facilities. During the last 13 years, over 7,000 vehicles have been removed from public roads under the federal program, with grants totalling \$522,000. However, continued funding of the federal program is uncertain and would not be available in those areas that do not have federal funding for roads.

Because of the experience DOT has in administering this program, the linkages between DOT and municipalities called for under federal ISTEA (Intermodal Surface Transportation Efficiency Act of 1991) legislation and the desire to avoid duplication of effort in multiple agencies, the version of the bill before you calls for DOT to be the administering agency. Originally, the Department of Environmental Affairs was considered as the lead agency, but this will be better.

Please note the attached positive fiscal notes from DMV and from DOT. The annual vehicle registration will have an additional charge, currently set at \$2.00, for motor vehicle recycling. Included in your packet is a list of some of the vehicle recycling centers in the state. DEC indicates they are in the process of up-dating the list. Rural municipalities are particularly pleased with this legislation as it will provide them with the necessary funds to address a severe problem in rural Alaska - the inability to get rid of junked and abandoned vehicles in areas far removed from recycling centers.

This bill passed out of the Community and Regional Affairs Committee with 7 DO PASS votes. (The referral to Resources Committee was waived) This concept has the support of the Alaska Municipal League and the Alaska Environmental Lobby and the Kenai Peninsula Borough Assembly.

# DIVISION OF LEGAL SERVICES

## LEGISLATIVE AFFAIRS AGENCY STATE OF ALASKA

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

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

### MEMORANDUM

March 30, 1993

**SUBJECT:** Sectional Summary of CSSSHB 1(CRA)  
**TO:** Representative Gail Phillips  
**FROM:** Michael F. Ford *M.F.*  
Legislative Counsel

You have requested a sectional summary of the above-described bill.

As a preliminary matter, note that a sectional summary of a bill should not be considered an authoritative interpretation of the bill and the bill itself is the best statement of its contents. If you would like an interpretation of the bill as it may apply to a particular set of circumstances, please advise.

Section 1. Intent section.

Section 2. Imposes a \$2 fee upon registration of a motor vehicle. Provides that the legislature may appropriate the money collected as fees to cover the cost of transporting junk or abandoned motor vehicles to recycling centers.

Section 3. Establishes the motor vehicle recycling grant fund. Provides that grants may be made to municipalities for the purpose of transporting junk or abandoned motor vehicles to recycling centers.

Section 4. Effective date.

MFF:gc  
93-289.glc

**BILL NO:** CSSSHB 1

**DATE:** March 16, 1993

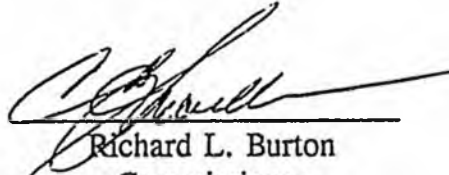
**TITLE:** "An Act relating to motor vehicle registration"

**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

**Reader's Note:** Contact the recycling center in your area prior to dropping off recyclables. Market conditions can be unstable, sometimes forcing centers to cut back on what materials are accepted and prices provided at buy-back centers. This listing is not an endorsement by ADEC. Please note that the listing may not be complete. Contact names, addresses and phone numbers may have changed after this printing. Please use the Correction & Addition form on page 44 to make any corrections.

LOCATION	ORGANIZATION/BUSINESS	SERVICES PROVIDED	COLLECTION LOCATION	CONTACT	PHONE
Anchorage	Alaska Metals Recycling	steel, non-ferrous metals, appliances, car bodies	97th & King	Leo or Liada	349-4833
	Alaskans for For Litter Prevention and Recycling (ALPAR)	recycling information and resources	P.O. Box 231231 Anchorage, 99523	Audrey Lee	272-9326
	Alaska Pollution Control POB 110374, Anchorage 99511	used oil recycling	10620 Old Seward Hwy.		344-5036
	Anchorage Recycling Center (ARC) (call regarding other services and programs offered)	aluminum cans, newspaper, office paper cardboard, glass, plastic milk jugs copper, brass, scrap aluminum	6161 Rosewood St.	Tom Turner	800- 478-2267
	ARC Satellite	aluminum cans, newspaper, glass plastic jugs	54th and Juneau	Tom Turner	800- 478-2267
	* Asset Recovery	Full Service Recycling	3237 Mountain View Drive	Jim Myers	279-1446
	* Mobile Metals	non-ferrous metals	pick up		271-7777
* Standard Steel & Metals Co.	non-ferrous metals, aluminum cans	2400 Railroad Avenue		272-8558	
Barrow	Ipalook Elementary School	aluminum cans	Ipalook Elementary School	Lori Lamoreaux	852-4711
Bethel	Allen Auxier "Can Man"	aluminum cans	Box 1054 Bethel, Ak. 99559	Allen Auxier	543-2273
Clam Gulch	Box 148, Clam Gulch, 99568 Recycling Co.	non-ferrous metals	Mile 115.8 Sterling Hwy.	Bud Hatten	262-5767
Coopers Landing	Anchorage Recycling Center	aluminum cans, glass, newspaper	Old Fire Station	Tom Turner	800- 478-2267

: 3-30-93 : 2:35PM : CONTAMINATED SITES :

SENT BY:

2

LOCATION	ORGANIZATION/BUSINESS	SERVICES PROVIDED	COLLECTION LOCATION	CONTACT	PHONE
Deering	City	aluminum cans, styrofoam packing	call for information	Michael Moore	363-2136
Eagle River	Anchorage Recycling Center	aluminum cans, newspaper	Easy Street/behind Chepo's 10:00-2:00 Sat.	Tom Turner	800-478-2267
Fairbanks	Fairbanks North Star Borough	cardboard recycling information	Call for information	Sharon Groe	459-1321
	Good Sense Recycling Group 218 Driveway, FBX 99701	general recycling information	218 Driveway	Deborah Koons	455-6024
	Alaska Solid Waste	cardboard, aluminum, paper, glass, plastic jugs	400 Sanduni Road	Ralph Bartlett	452-1372 451-1517
	* K & K Recycling	Ferrous, non-ferrous	8.6 Old Richardson Hwy.		488-1409
Gustavus	Community	aluminum, glass, steel cans	Bins near small boat harbor	Rita Wilson	697-2245
Homer	Kenai Peninsula Borough	newspaper, cardboard glass, aluminum	Eagle Quality Center/ Landfill	Bob Pollard	235-6678
				Kathy Mayer	262-9657
Juneau	Auke Bay Cars	aluminum cans	14 Mile Glacier Hwy.		789-9407
	E&L Auto	cars batteries, appliances, non-ferrous scrap iron, cardboard (no wax)	1005 Crazy Horse Drive	Ralph Burkhardt	750-CANS
	* Channel Sanitation	glass, large home items, cars batteries	(Lemon Creek) 5600 Tongass Ct.		780-4288
	Buzzel's Economy Printing	Toner cartridges, print ribbons,	Pick Up		789-2230
	Juneau Empire	newspaper	3100 Channel Drive		
	Jaws II/ A Student Enterprise Juneau 2000 Foundation	aluminum cans	Price Plus 5165 Glacier Hwy.	Bill Lynn and Devin Jones	789-1062
	Mendenhall Flying Lions Club	white paper	Fred Meyers	Neil Atkinson	789-9179
	North Tongass Salvage	aluminum, metal, steel cans	variety of drop-off locations		789-7340
Paper Chase Recycling Co.	paper	call for information	Michael Butler	780-4400	

3-30-93 2:36PM CONTAMINATED SITES

SENT BY:

3

LOCATION	ORGANIZATION/BUSINESS	SERVICES PROVIDED	COLLECTION LOCATION	CONTACT	PHONE
	Pay-n-Save	plastic bags	Nugget Mall		789-2111
	Southeast Copy Supply	toner cartridges/will refurbish for reuse	9538 Taku Blvd.	Joan Harvey	789-3758
Kenai	Central Peninsula Community Recycling	glass, cardboard, newspaper, office paper	Borough Building	Peggy Mullen	262-7715
	Kenai Peninsula Borough	aluminum, glass, paper, cardboard	Soldotna Landfill	Kathy Mayer	262-9657
	Kenai Peninsula Recycling	all metals	Kalifonsky Road		283-4312
Ketchikan	Revilla Recycling	Paper, cans, glass, plastics Terminal	Saxman Seaport	Dick Allen	225-3101 247-9454
Kodiak	Kodiak Island Borough 710 Mill Bay Rd, Kodiak, 99615	aluminum cans, glass, isaler at landfill	Bins located Bayside Grocers, Safeway, City Library, Bell Flats	Ray Camardella	486-5736
Mat-Su	Valley Refuse and Recycling	aluminum cans, all recyclable paper, cardboard, glass, plastic milk jugs, copper, brass, scrap aluminum	49 Mile Parks Hwy., behind Seven/Eleven	Dorothy Attwood	376-3663
Moose Pass	Katie Toth-Stauble Box 564, Moose Pass, 99631	aluminum cans	Mile 29 Seward Hwy.	Katie Toth-Stauble	288-3631
Palmer	Chemron Alaska Box 110374, Anchorage 99511	used oil	Harman St.		746-0399
Petersburg	Boy Scouts Box 371, Petersburg, 99833	aluminum cans, scrap aluminum	Main and Gjoa ballfield	Ken Elmore	772-3841
Seldovia	Kenai Peninsula Borough	cardboard, glass, aluminum, paper	S.O.S. Office		234-7400
Seward	Seward Community Recycling Action Program (SCRAP)	aluminum cans, other scrap metals, all paper, cardboard, newspaper	Bob's Market mile 2/ aluminum can bins in many locations	Carol Griswald	224-5620
Sitka	City & Borough of Sitka	aluminum cans, glass, plastics, other aluminum	Bins at: Sea Mart, Blatchley Middle School, rec. area at Granite Creek General Store	Larry Harmon	747-3294

2-

LOCATION	ORGANIZATION/BUSINESS	SERVICES PROVIDED	COLLECTION LOCATION	CONTACT	PHONE
Sitka	Gary Hansen	aluminum cans, non-ferrous metals	call for info	Gary Hansen	983-2609 983-2944
Soldotna	Central Peninsula Community Recycling	glass, cardboard, newspaper, office paper	Fred Meyers	Peggy Mullen	262-7715
	Kenai Peninsula Borough	aluminum cans, glass, all paper cardboard	Soldotna Landfill-cardboard & drop off locations	Kathy Mayer	262-9657
Statewide	Pay N Save Stores	plastic bag recycling	all stores	contact nearest Pay N Save	
Thorne Bay	Community	aluminum cans	call for information	Dou Hadlock or Coy Lester	828-3340 828-3973
Valdez	Alaska Pipeline Service Co./ PW Sound Conservation Alliance	call for information	call for information	Gary Moore	835-6035
Wasilla	Anchorage Recycling Center	aluminum cans, newspaper	Car's parking lot 10:00-2:00 Sat.	Tom Turner	800- 478-2267
Western Alaska	"Flying Cans program"	aluminum cans	40 communities	Tom Turner	800- 478-2267
	"Can Do Kids Program"	aluminum cans		Tom Turner	800- 478-2267
Yakutat	Community	aluminum cans		Skip Johnson	784-3323

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Anchorage, AK 99501  
1-800-478-8005

**Cash's Filtration**  
340 East 76th Avenue  
Anchorage, Alaska 99518  
(907) 349-7649

**Century Mfg. Co.**  
9251 Penn Avenue South  
Minneapolis, MN 55431  
(800) 328-2921



**Evergreen Antifreeze Recycling**  
P.O. Box 203153  
Anchorage, AK 99520  
(907) 229-1431

**First Brand—Antifreeze Recycling**  
(203) 791-8109

**Kleen-Flo Co.—Antifreeze Recycling**  
(800) 328-7942

**Wynn Oil Co.—Antifreeze Recycling**  
(818) 354-0231

**AUTOMOBILE BODIES** (X)  
(For Alaska Buyers see Section IV "Statewide Recycling Centers")

① **ABC Recycling**  
8081 Meadow Ave  
Burnaby, B.C.  
Canada, V3N 2V9

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**Pollution Prevention Resources:  
Battery Recycling**

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- 2 Pacific Metals  
8360 Ontario St.  
Vancouver, B.C.  
Canada, V5X 3E5  
(604) 327-1148  
Joel Lotzker
- 3 Puget Sound Iron and Metals  
2955 11th SW  
Seattle, WA 98134  
(206) 767-5179  
Frank Journey
- 7 Seattle Iron and Metal  
2955 11th Ave. SW  
Seattle, WA 98134  
(206) 682-0040
- 5 Skagit River Steel and Recycling  
P.O. Box 376  
Burlington, WA 98223  
(800) 869-7097
- 6 The Purdy Company  
2929 SW Florida St.  
Seattle, WA 98124  
(206) 932-0992

**BATTERY RECYCLING**

**ABS Alaska Battery Recycling**  
2128 Van Horn Rd.  
Fairbanks, AK 99707  
(907) 452-2002

**Battery Specialist of Alaska**  
*Battery Recycling*  
1999 East 5th Avenue  
Anchorage, Alaska 99501  
(907) 276-5251



**State of Alaska  
Department of Environmental Conservation  
Pollution Prevention Office  
3601 C Street #1324  
Anchorage, AK 99503**

**AUTOMOBILE BODIES**

*(For Alaska Buyers see Section III "Statewide Recycling Centers")*

**ABC Recycling**  
8081 Meadow Ave  
Burnaby, B.C.  
Canada, V3N 2V9

**Skagit River Steel and Recycling**  
P.O. Box 376  
Burlington, WA 98223  
(800) 869-7097

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8360 Ontario St.  
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2955 11th SW  
Seattle, WA 98134  
(206) 767-5179  
Frank Journey

**Seattle Iron and Metal**  
2955 11th Ave. SW  
Seattle, WA 98134  
(206) 682-0040

Back-up

:

public recommendations



# Alaska Environmental Lobby, Inc.

P.O. Box 22151 Juneau, Alaska 99802

907-463-3366

## TESTIMONY HB 1 Motor Vehicle Recycling Fund

Mr. Chairman and members of the committee, my name is Irene Morris. I am from Juneau and I am presently a volunteer with the Alaska Environmental Lobby. The Lobby is a coalition of 20 Alaskan environmental groups.

The Alaska Environmental Lobby supports HB 1, an act establishing a motor vehicle grant fund. This act would help ensure that junked and abandoned cars and trucks would be removed from state and municipal roadways. HB 1 would help relieve us of one of our more visible solid waste problems, as well as the potential safety and hazardous waste dangers which accompany these vehicles. It would also aide in keeping reuseable scrap metal out of our landfills.

Thank you.  
3/30/93

I WOULD LIKE TO ADD THAT THE FRIENDS OF RECYCLING,  
AN ORGANIZATION WHICH PROMOTES RECYCLING ACTIVITIES  
ALSO ENDORSES HB 1, AND HOPES TO SEE MORE  
LEGISLATION REGARDING RECYCLING IN ALASKA IN THE FUTURE

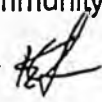




217 Second Street, Suite 200 ■ Juneau, Alaska 99801 ■ Tel (907) 586-1325, Fax (907) 463-5480

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

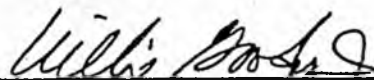
WHEREAS, the cost of proper disposal of these vehicles as required by the U. S. Environmental Protection Agency regulations now averages considerably more than when the law was first written, thus causing an undue burden on the resources of local governments and communities, and

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.

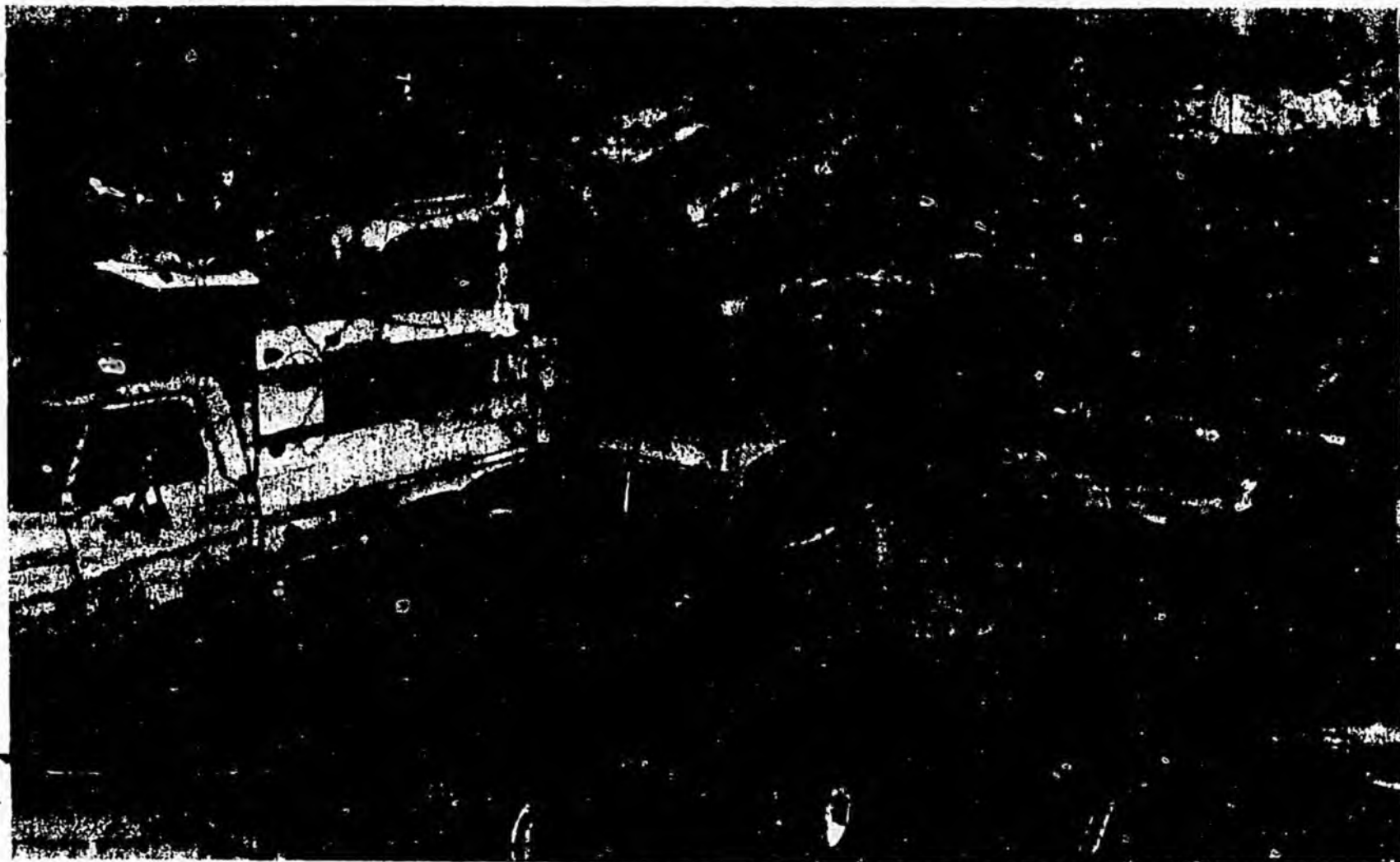
  
\_\_\_\_\_  
Willie Goodwin, Jr., President

ATTEST:

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

THE  
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DOCUMENTS  
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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.

# Junk-car problem keeps piling up

APR. 9, 1992. J. W. H. & Co.  
EMPIL & Co.

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# Junk-car problem keeps piling up

By ANNABEL LUND

THE JUNEAU EMPLOYEE

Junked cars abandoned along roadsides, park lands and on private property are unsightly, dangerous and an expensive headache for government officials and private landowners 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 2

## 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 Köhler.

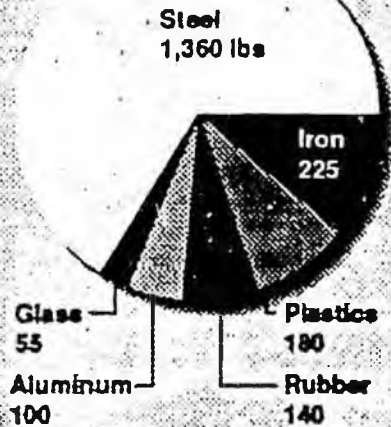
"Small communities don't generate enough material and don't have the fiscal ability to get rid of the stuff, but on a regional basis we think we can work out a system to make it cost efficient. The idea is to have communities collect and process the materials - it's called dock-side ready - and contract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

P. 01  
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To John Peterson	From Beverley	
For Gail Phillips Office	Co KPB Clerk's Office	
Dept.	Phone # 262-8608	
Fax # 465-3472	Fax # 262-8615	

Introduced by: Torgerson,  
Glick, Reilly  
Date: 03/02/92  
Action: Adopted  
Vote: Unanimous

**KENAI PENINSULA BOROUGH  
RESOLUTION 93-21**

**A RESOLUTION SUPPORTING STATE LEGISLATION RELATING TO  
MOTOR VEHICLE RECYCLING REGISTRATION FEES**

**WHEREAS,** HB 1 has been introduced in the State Legislature creating a Motor Vehicle Recycling Grant Fund and requiring the collection of a \$2.00 recycling registration fee to provide revenue for the program; and

**WHEREAS,** abandoned and junk vehicles can be found littered throughout Alaska; and

**WHEREAS,** municipalities do not generally have excess funds to deal with the collection and recycling of these vehicles; and

**WHEREAS,** these vehicles frequently have batteries and motor oil that tend to leak when left to degenerate over the years, and have the potential for ground water contamination; and

**WHEREAS,** the recycling and reuse of the scrap metal is the most beneficial use of this resource; and

**WHEREAS,** recycling eliminates the need to occupy valuable and costly landfill space; and

**WHEREAS,** it is appropriate for users to pay for the eventual recycling of automobiles;

**NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH:**

- Section 1.** That the Borough Assembly supports and urges passage of House Bill 1, creating the Motor Vehicle Recycling Grant Fund.
- Section 2.** That the Borough Assembly encourages the legislature to make the annual appropriation of revenue collected from this program to the Motor Vehicle Recycling Grant Fund.
- Section 3.** That the Clerk shall send copies of this resolution to Governor Walter Hickel, Senators Suzanne Little, Judith Salo, Georgianna Lincoln, and Fred Zharoff, House Representatives Gail Phillips, Mike Navarre, Gary Davis, Irene Kay

Nicholia and Cliff Davidson; and to the House State Affairs Committee.

Section 4. That this resolution takes effect immediately upon its adoption.


ADOPTED BY THE ASSEMBLY OF THE KENAI PENINSULA BOROUGH ON THIS  
2nd DAY OF MARCH 1993.



Betty J. Glick, Assembly President

Betty J. Glick, Assembly President

ATTEST:



Gaye J. Hughan, Borough Clerk