

HB

93

SFIN

FILE

SENATE FINANCE COMMITTEE REPORT

REPORTED OUT
MAY 04 2004
SENATE FINANCE
COMMITTEE

DATE: 04/21/04

FURTHER:

DATE TURNED
IN TO OFFICE: 4 May 2004

Finance Committee considered CS FOR HOUSE BILL NO. 93(FIN)

HB 93 BOATING SAFETY, REGISTRATION, NUMBERING

"An Act relating to boating safety, registration, and numbering; extending the sunset date of changes in ch. 28, SLA 2000; and providing for an effective date."

and recommends:

- be replaced with _____ CS _____ (_____)
- adopt previous 9 CS CS HB 93 (TRA)
- attached amendment(s)
- adopt Letter of Intent by _____ Committee
- further referral to _____ Committee

Senate Bill:
 Same Title
 New Title

House Bill:
 Same Title
 Technical Title Change
 New Title w/ SCR # _____

NEW FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero.	FN#

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#
DNR	1/13/04			✓	#3
Admin	1/16/04	(24.8)			#4

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	DO PASS	DO NOT PASS	NO REC	AMEND
<i>[Signature]</i>	✓			
<i>[Signature]</i>	 		✓	
<i>[Signature]</i>	 		✓	
<i>[Signature]</i>	✓			
COCHAIR: <i>[Signature]</i>				✓
COCHAIR: <i>[Signature]</i>			✓	

SENATE CS FOR CS FOR HOUSE BILL NO. 93(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-THIRD LEGISLATURE - SECOND SESSION

BY THE SENATE TRANSPORTATION COMMITTEE

Offered: 4/2/04

Referred: State Affairs, Finance

Sponsor(s): REPRESENTATIVES WEYHRAUCH, Ogg, Croft, Seaton, Kerttula

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to boating safety, registration, and numbering; extending the sunset
2 date of changes in ch. 28, SLA 2000; and providing for an effective date."

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

4 * Section 1. AS 05.25.055(a) is amended to read:

5 (a) An undocumented boat placed on water of the state must be registered and
6 numbered as required by this chapter. The Department of Administration shall adopt
7 by regulation a boat registration and numbering system that

8 [(1) EXCEPT AS PROVIDED IN (2) OF THIS SUBSECTION,] is
9 consistent with the national standard for state numbering systems established by the
10 United States Coast Guard [; AND

11 (2) USES A SIZE-APPROPRIATE DECAL FOR A BOAT THAT IS
12 NOT EQUIPPED WITH MECHANICAL PROPULSION, THAT IS EXCLUSIVELY
13 PADDLED, POLED, ROWED, OR POWERED BY WIND, AND THAT IS 10 FEET
14 OR GREATER IN LENGTH].

1 * Sec. 2. AS 05.25.055(i) is amended to read:

2 (i) The following boats are exempt from the numbering and registration
3 provisions of this section:

4 (1) a boat that is operated in this state for a period not exceeding 90
5 consecutive days and that has a current, valid certificate of number issued by another
6 state having a federally approved numbering system;

7 (2) a foreign boat operated in water of the state for a period not
8 exceeding 90 consecutive days;

9 (3) a boat owned by the United States or an entity or political
10 subdivision of the United States, or a boat owned by a state or an entity or political
11 subdivision of a state;

12 (4) a boat that is not equipped with mechanical propulsion [, THAT IS
13 EXCLUSIVELY PADDLED, POLED, ROWED, OR POWERED BY WIND, AND
14 THAT IS

15 (A) UNDER 10 FEET IN LENGTH; OR

16 (B) OPERATED IN THIS STATE FOR A PERIOD NOT
17 EXCEEDING 30 DAYS IN A CALENDAR YEAR BY A PERSON WHO
18 HAS NOT ESTABLISHED RESIDENCY AS DESCRIBED UNDER
19 AS 01.10.055];

20 (5) a boat with a valid document to operate the boat that is issued by
21 the United States or a foreign government;

22 (6) a handmade nonmotorized umiaq with a walrus or sealskin
23 covering.

24 * Sec. 3. Section 30, ch. 28, SLA 2000, is amended to read:

25 Sec. 30. Sections 3, 5, 7, 9, 11, 14, 16, 18, 20, 23, 26, and 27 of this Act take effect
26 on the earlier of the following dates:

27 (1) July 1, 2010 [2005]; or

28 (2) 90 days after the date the chair of the Alaska Legislative Council
29 notifies the revisor of statutes that in the previous state fiscal year the state did not
30 receive and does not anticipate receiving federal funding for a statewide boating and
31 safety education program; the director of the division of legislative finance shall notify

1 the chair of the Alaska Legislative Council when the state, in the previous fiscal year,
2 did not receive federal funding for a statewide boating and safety program; the chair of
3 the Alaska Legislative Council may not give the notice described in this paragraph
4 unless the notice is approved by a vote of a majority of the members of the Alaska
5 Legislative Council.

6 * **Sec. 4.** This Act takes effect immediately under AS 01.10.070(c).

MAY 14 2004

SENATE FINANCE
COMMITTEE

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: 4
Bill Version: CSHB 93(FIN)
(H) Publish Date: 2/2/04

Revision Date/Time (Note if correction): 1/16/2004 11:30am Dept. Affected: Administration
Title An act relating to boating safety and RDU Division of Motor Vehicles
numbering..... Component Motor Vehicles
Sponsor Representative Weyhrauch
Requester (H) STA Component No. 2348

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Personal Services	(23.3)	(23.3)	(23.3)	(23.3)	(23.3)	(23.3)
Travel						
Contractual	(1.5)	(1.5)	(1.5)	(1.5)	(1.5)	(1.5)
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	(24.8)	(24.8)	(24.8)	(24.8)	(24.8)	(24.8)

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()	(30.0)	(30.0)	(30.0)	(30.0)	(30.0)	(30.0)
-------------------------------	---------------	---------------	---------------	---------------	---------------	---------------

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
1156 Receipt Supported Services	(24.8)	(24.8)	(24.8)	(24.8)	(24.8)	(24.8)
TOTAL	(24.8)	(24.8)	(24.8)	(24.8)	(24.8)	(24.8)

Estimate of any current year (FY2004) cost: 0.0
Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time						
Part-time	-1	-1	-1	-1	-1	-1
Temporary						

ANALYSIS: (Attach a separate page if necessary)

The committee substitute exempts non-powered boats from registration. In FY 2003 there was \$30,700 deposited to receipt supported services associated with the registration of non motorized boats. The amount collected has been in decline for the past few years.

FY 2004 marks the three years anniversary of the inception of the non-motorized boats renewal program. Where we should be seeing an increase in registrations resulting from renewals this year the early estimates are actually showing a decrease overall in non-motorized boat registrations. FY 2004 revenues are estimated to be less than \$30,000 for non-motorized boat registrations.

Prepared by: Duane Bannock Phone 269-5559
Division: Motor Vehicles Date/Time 1/16/04 3:09 PM
Approved by: Mike Miller, Commissioner Date 1/16/2004
Agency: Department of Administration

FISCAL NOTE

REPORTED OUT

MAY 04 2004

SENATE FINANCE
COMMITTEE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: 3
Bill Version: CSHB 93(FIN)
(H) Publish Date: 2/2/04

Revision Date/Time (Note if correction): 12/30/2003 Dept. Affected: Natural Resources
Title: An Act relating to boating safety: repealing RDU: Parks & Recreation Management
secs. 3,5,7,9,11,14,18,23,26,27,30 Component: Parks & Recreation Access
Sponsor: Representative Weyhrauch
Requester: (H) FIN Component No.: 2136

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2004) cost: 0.0
Mark this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

No fiscal impact is associated with this bill.

The primary purpose of this bill is to repeal the sunset provision of the Alaska Boating Safety Program.

Prepared by: Jeff Johnson Phone 907/269-8705
Division: Parks and Outdoor Recreation Date/Time 1/13/2004
Approved by: Tom Irwin, Commissioner Date 1/13/2004
Agency: Natural Resources

SENATE CS FOR CS FOR HOUSE BILL NO. 93(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-THIRD LEGISLATURE - SECOND SESSION

BY THE SENATE TRANSPORTATION COMMITTEE

Offered: 4/2/04

Referred: State Affairs, Finance

Sponsor(s): REPRESENTATIVES WEYHRAUCH, Ogg, Croft, Seaton, Kerttula

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to boating safety, registration, and numbering; extending the sunset
 2 date of changes in ch. 28, SLA 2000; and providing for an effective date."

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

4 * Section 1. AS 05.25.055(a) is amended to read:

5 (a) An undocumented boat placed on water of the state must be registered and
 6 numbered as required by this chapter. The Department of Administration shall adopt
 7 by regulation a boat registration and numbering system that

8 [(1) EXCEPT AS PROVIDED IN (2) OF THIS SUBSECTION,] is
 9 consistent with the national standard for state numbering systems established by the
 10 United States Coast Guard [; AND

11 (2) USES A SIZE-APPROPRIATE DECAL FOR A BOAT THAT IS
 12 NOT EQUIPPED WITH MECHANICAL PROPULSION, THAT IS EXCLUSIVELY
 13 PADDLED, POLED, ROWED, OR POWERED BY WIND, AND THAT IS 10 FEET
 14 OR GREATER IN LENGTH].

1 * Sec. 2. AS 05.25.055(i) is amended to read:

2 (i) The following boats are exempt from the numbering and registration
3 provisions of this section:

4 (1) a boat that is operated in this state for a period not exceeding 90
5 consecutive days and that has a current, valid certificate of number issued by another
6 state having a federally approved numbering system;

7 (2) a foreign boat operated in water of the state for a period not
8 exceeding 90 consecutive days;

9 (3) a boat owned by the United States or an entity or political
10 subdivision of the United States, or a boat owned by a state or an entity or political
11 subdivision of a state;

12 (4) a boat that is not equipped with mechanical propulsion [, THAT IS
13 EXCLUSIVELY PADDLED, POLED, ROWED, OR POWERED BY WIND, AND
14 THAT IS

Reinstated
deleted
language

15 (A) UNDER 10 FEET IN LENGTH/ OR

16 (B) OPERATED IN THIS STATE FOR A PERIOD NOT
17 EXCEEDING 30 DAYS IN A CALENDAR YEAR BY A PERSON WHO
18 HAS NOT ESTABLISHED RESIDENCY AS DESCRIBED UNDER
19 AS 01.10.055];

20 (5) a boat with a valid document to operate the boat that is issued by
21 the United States or a foreign government;

22 (6) a handmade nonmotorized umiak with a walrus or sealskin
23 covering.

24 * Sec. 3. Section 30, ch. 28, SLA 2000, is amended to read:

25 Sec. 30. Sections 3, 5, 7, 9, 11, 14, 16, 18, 20, 23, 26, and 27 of this Act take effect
26 on the earlier of the following dates:

27 (1) July 1, 2010 [2005]; or

28 (2) 90 days after the date the chair of the Alaska Legislative Council
29 notifies the revisor of statutes that in the previous state fiscal year the state did not
30 receive and does not anticipate receiving federal funding for a statewide boating and
31 safety education program; the director of the division of legislative finance shall notify

SENATE FINANCE COMMITTEE
5 / 4 / 2004 COMMITTEE ACTION

Bill Number	HB 93		
Amendment	#1		
Motion	to ADOPT		
<u>Motion by</u>	Green		
<u>Objection by</u>	Wilken		
<u>Removed</u>			
<u>Second Objection by</u>			
<u>Committee Member</u>	<u>Y</u>	<u>Vote</u>	<u>N</u>
Senator Hoffman			✓
Senator Olson			✓
Senator Stevens			✓
Senator Bunde			✓
Senator Dyson			✓
Co-Chair Green	✓		
Co-Chair Wilken			✓
<u>Tally</u>			
Yea	1		
Nay	6		
Absent			
<u>MOTION</u>	FAILED		

ALASKA STATE LEGISLATURE

Representative Bruce Weyhrauch

HOUSE DISTRICT 4

March 3, 2004

ALASKA
STATE CAPITOL
JUNEAU, ALASKA
99801-1132

(907) 465-3744
FAX (907) 465-2273



Alaska Outdoor Council
PO Box 73902
Fairbanks, Alaska 99707

Members of the Board:

This letter comes to you as an appeal to lend your support for HB 93, the re-authorization of the Alaska Boater Safety Program. I understand that this issue has a long history with your organization and I respect your points of view. However, I want you to step back and look at this from another direction. Allow me to elaborate:

Prior to 2000, and the enactment of the Alaska Boating Safety Act:

- Alaska was ineligible for federal funding of boating safety programs because we lacked a statewide comprehensive boating safety law.
- Alaska, like every state pays motor fuel taxes, out of which comes the Wallop-Breaux Trust Fund dollars. Alaska's share of these funds were not distributed in our state because we did not have a comprehensive law. Rather, Alaska's small boating safety office was paid for entirely by GF dollars.

Prior to 2000, and the enactment of the Alaska Boating Safety Act:

- The US Coast Guard was responsible for registration of boats;
- Because the Coast Guard required only "vessels equipped with motorized propulsion" to register, non-powered boats, such as kayaks, rafts, canoes and umiaks were always exempt from the registration requirement.

In 2000, with the passage of the Alaska Boating Safety Act:

- Responsibility for boat registration transferred from the USCG to the state DMV;
- With this transfer, Alaska retained all the money that it took in for boat registration & it qualified for additional dollars via federal Wallop-Breaux Trust Fund (which is supported by motor fuel tax revenues that all Americans pay, including Alaskans);
- In addition to motorized boats, Alaska's Boating Safety Act required that non-powered boats register.

Today, the Alaska Boating Safety Act is up for reauthorization, or an extension of its sunset date. Even though the program has been a terrific success in terms of lives saved, people educated, etc. there continues to be a major conflict pertaining to whether or not the non powered boats should be included in the registration requirement.

The conflict:

- One group cannot see any sense in registering all their little boats be they kayaks, rafts or row boats. While some folks own a single craft, most seem to own lots of different types and operate one or more or even none in a given season.
- Another group cannot stand the perceived inequity of having to register their skiff or motor yacht while the kayaker that is paddling along side of them in the bay is not required to register.

The non-powered boaters see this as a ridiculous requirement that they have to register the kayak that they store under their bed.

The motorized boaters see this as the classic conflict of user groups. Maybe it is, maybe it isn't.

Looking at it in practical terms: The disagreement comes down to whether or not the paddleboats should pay \$10 for a 3-year registration. That's \$3.33 a year.

The political reality is that this bill will fail to pass if the exemption for non-powered boats removed. That isn't a victory for anyone. What is at stake, my friends, is a bigger issue: the Alaska Boating Safety program. That is what HB 93 is about.

We don't dismiss the issues surrounding conflicts between user groups; only we ask that we don't fight that bigger battle here with HB 93. HB 93 is about life jackets, fire extinguishers and reducing the shockingly high death rates on Alaska waters.

If HB 93 fails over this conflict:

- The Alaska Boating Safety Act sunsets;
- Alaska loses its share of the Wallop-Breaux Trust Fund for boating safety;
- Alaskans continue to pay federal motor fuel taxes to benefit other states;
- The US Coast Guard will assume responsibility for boater registration; and
- **ONLY MOTORIZED BOATS WILL BE REQUIRED TO REGISTER.**

Again, I ask that you carefully consider my words and I ask for your support for HB 93 in its current form.

Sincerely,

51

Representative Bruce Weyhrauch

ALASKA STATE LEGISLATURE

Representative Bruce Weyhrauch

HOUSE DISTRICT 4



ALASKA
STATE CAPITOL
JUNEAU, ALASKA
99801-1182

(907) 465-3744
FAX (907) 465-2273

CS for HB 93 (FIN)

Sponsor Statement

Boating Safety Act Reauthorization

Between 1965 and 1987, every state and territory except Alaska successfully established a comprehensive boating safety program. During this same time period, Alaska consistently suffered from the worst recreational boating fatality rate in the nation – over 10 times the national average. Finally, in 2000, *HB 108*, the Alaska Boating Safety Act, sponsored by Representative Bill Hudson, was signed into law after 11 successive attempts at passage.

The Act did two things: it consolidated boating regulatory functions and it created a steady funding source for boater education program for the state of Alaska. Funding for the new registration function is derived from federal motor fuel taxes collected in Alaska as well as revenues from the boat registration program.

Proceeding cautiously, the 21st Legislature added repealing language for the program if the state did not receive the anticipated federal marine fuel funds. If the future funding stream did not come through, the 2005 sunset would take effect and the comprehensive boating safety education program would face termination.

Essentially, it was left to a future legislature to verify the funding stream was indeed in place. The Sponsor of HB 93 states that as expected, the federal funds for the boater education component are in place and the sunset provisions of the Alaska Boating Safety Act can be dropped. The House Transportation Committee eliminated the single-most controversial provision of the Boater Safety Act: the requirement for registration of non-powered boats. This revision can be accomplished without impacting any federal funding to the state's boater education programs. Additionally, the House Finance Committee re-inserted the sunset provision for this program, in effect extending the sunset date until 2010.

Contact: Linda Sylrester
465-3744

Last updated: February 2, 2004

ALASKA STATE LEGISLATURE

REPRESENTATIVE BRUCE WEYHRAUCH
HOUSE DISTRICT 4



ALASKA
STATE CAPITOL
JUNEAU, ALASKA
99801-1182

(907) 465-3744
FAX (907) 465-2273

Sectional Analysis

HB 93 The Alaska Boating Safety Act

Background. In 2000, the Legislature passed HB108 or The Alaska Boating Safety Act. This was a comprehensive bill regulating boats and establishing a uniform state waterway marking system. It was enacted in ch. 25, SLA 2000. Bill sections 1, 2, 4, 5, 8, 10, 12, 13, 15, 17, 19, 21, 22, 24, and 25 took effect on August 9, 2000 and they appear in the statutes under AS 05.25.010 – 05.25.100. These statutes are The Alaska Boating Safety Act that is in effect today.

In addition, HB 108 enacted other sections (3, 5, 7, 9, 11, 14, 16, 18, 20, 23, 26, and 27) that will repeal some of the provisions that took effect on August 9, 2000. These bill sections have not yet taken effect, but according to section 30, they will take effect on one of two possible dates or circumstances:

1. July 1, 2005; or
2. 90 days after the chair of Legislative Council notifies the reviser of statutes that in the previous fiscal year, the state did not receive and does not anticipate receiving federal funding for a statewide boating and safety education program.

The provisions found in sections 3, 5, 7, 9, 11, 14, 16, 18, 20, 23, 26, and 27 are minimal boating safety provisions that not only fall short of the federal guidelines but fail to provide Alaskans with a comprehensive boating safety and education program.

Section 1. Amends AS 05.25.055(a), the registration and numbering of boats.
Deletes the registration requirement for all boats not equipped with mechanical propulsion.

Section 2. Amends AS 05.25.055(i), exempts all boats not equipped with mechanical propulsion.

Section 3. Extends the "sunset" date of the federally recognized Alaska Boating Safety Act until July 1, 2010, or 90 days after the chair of Legislative Council notifies the reviser of statutes that in the previous fiscal year, the state did not receive and does not anticipate receiving federal funding for a statewide boating and safety education program.

Section 4. Provides for an immediate effective date.

Updated: February 2, 2004

Headquarters:
217 2nd Street, Suite 201
Juneau, Alaska 99801
(907) 586-2323 FAX 463-5515

Regional Office:
601 West 5th Ave., Suite 600
Anchorage, Alaska 99501
(907) 278-2722 FAX 278-6643



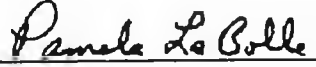
Alaska State Chamber of Commerce

Position 3-2004

Continuation of the Alaska Boating Safety Program

The Alaska State Chamber of Commerce supports the continuation of the successful Alaska Boating Safety Program, and therefore encourages the Alaska State Legislature to repeal the sunset provisions of the Alaska Boating Safety Act.

Adopted December 4, 2003


Pamela La Bolle, President


Pete Leathard, Chairman



**Bristol Bay Area
Health Corporation**
6000 Kakanak Road
P.O. Box 130
Dillingham, AK 99576
(907) 842-5201
800-478-5201
FAX (907) 842-9354

*Bristol Bay Area
Health Corporation is
a tribal organization
representing 34
villages in
Southwest Alaska:*

- Aleknagik
- Chignik Bay
- Chignik Lagoon
- Chignik Lake
- Clark's Point
- Dillingham
- Egegik
- Ekuk
- Ekwok
- Goodnews Bay
- Iglugig
- Iliamna
- Ivanof Bay
- Kanatak
- King Salmon
- Kokhanok
- Koliganek
- Levelock
- Manokotak
- Naknek
- New Stuyahok
- Newhalen
- Nondalton
- Olsonville
- Pedro Bay
- Perryville
- Pilot Point
- Platinum
- Port Heiden
- Portage Creek
- South Naknek
- Togiak
- Twin Hills
- Ugashik

FEB 24 2003

February 18, 2003

Representative Bruce Weyhrauch
House District #4
Room #102
State Capital
Juneau, AK 99801

Dear Representative Weyhrauch:

I am writing you in support of House Bill 93 and to thank you for submitting it.

As I understand it, the original reason for a sunset was that if the state takeover of boat registration from the Coast Guard did not work out the issue could be revisited. The State of Alaska now receives over four hundred thousand dollars in formerly unavailable federal (Wallop-Breaux) funds, is now able to keep funds generated from boat registration instead of having them acquired by the Coast Guard and this registration is going well (forty percent above expectation).

These funds are being used to further boating safety programs and are needed to reduce the drowning rate of rural Alaskans. Drowning is a major killer in the Bristol Bay Area Health Corporation region. Forty people have drowned in this region during the last ten years.

I believe that there is no longer a need for review of this issue and both as a member of the Alaska Boating Safety Advisory Council and the Injury Prevention Specialist for Bristol Bay Area Health Corporation I support House Bill 93.

Sincerely,

Ward Jones
Injury Prevention Specialist

*To promote health
with competence,
a caring attitude &
cultural sensitivity*



To: Representative Bruce Weyhrauch

From: Dave Ausman

Re: Alaska Boating Safety Law

Dear Representative Weyhrauch,

The Personal Watercraft Club of Alaska is in complete support of your efforts in repealing the sunset clause of the Alaska Boating Safety Law.

To familiarize you with our club, the PWCA promotes the sport of watercraft riding for pleasure recreation and other non-profitable purposes. We also work for fair and equitable watercraft laws, promote development of launching and docking facilities, and provide education and promote safety in all water sports.

The Alaska Boating Safety Law; by providing education to Alaska boaters through Federal and State funding; has proven effective in reducing the number of boating fatalities. It is essential this law not be allowed to lapse through the sunset clause.

Sincerely,

Dave Ausman

President,

Personal Watercraft Club of Alaska

Website: www.pwcalaska.org email akpwcrdr@acsalaska.net or davealaska@aol.com

Club contact number 345-6723

Subject: boating safety and GDL

Date: Wed, 26 Mar 2003 21:35:40 -0900

From: Perkins <perkins@ak.net>

To: Representative_Bruce_Weyhrauch@legis.state.ak.us

Dear Representative Weyhrauch,

I'm impressed with your involvement with several safety issues. I'm an Eagle River constituent and an injury epidemiologist (I study injury patterns in various communities and populations). I have lived in Alaska for 25 years, 8 of which were in Dillingham. My injury prevention work with the U.S. Public Health Service took me to communities throughout Alaska before my retirement in 1998. I'm writing to encourage you in your support of HB93, to keep the Boating Safety Law active and in place. As you know, this Law brings in about \$600,000 of federal funds each year and the hardship on individuals is a miniscual \$10 registration fee every 3 years. It helps pay for flotation devices which are used on Kids Don't Float loaner boards throughout Anchorage and Alaska. It is a good law with huge positive impacts on the safety of all Alaskans and a very small impact on individuals. I introduced and encouraged the use of Float Coats throughout rural Alaska in the mid-seventies, and now they are used as the rule rather than the exception.

The other very positive legislation you are developing is the strengthening of the Graduated Driver's Licensing requirement for new drivers. Teens are 4 times more likely to die in a motor vehicle crash than their adult counterparts. Much of this increased risk is due to inexperience, lower seat belt useage, and alcohol. Teens rarely get into crashes when they are learning to drive with an adult present. Their risks increase tremendously shortly after they go solo, drive with other teens in the car, and drive after midnight. The good GDL laws that have been inacted in other states and countries have cut the teen crashes in half. They demand that teens have 6 months behind the wheel under an adult's supervision, no other non-family passengers, and no driving after midnight. Motor vehicles related injuries are the leading cause of death for our teens and we must see that they recieve the proper experience before turning them loose on the roads. School based driver's education has been shown to be ineffective, FYI.

I'm currently the Exec. Director of a non-profit injury prevention center and my special interest is to reduce the needless deaths and trauma from preventable injuries. If I can be of technical assistance to you on any injury prevention issues, please call 907-929-3941.

Ron Perkins, MPH

United States Coast Guard Auxiliary



From the Desk of Gary A. Taylor, District Commodore, District 17

11 Feb. 2003

To: Representative Bruce Weyhrauch
Re: Boating Safety Law

Representative Weyhrauch:

The U.S. Coast Guard Auxiliary is an all-volunteer group of nearly 400 Alaskans dedicated to making boating safer for Alaskans. We teach public education classes, perform complimentary vessel safety checks and run safety patrols, along with search and rescue, throughout the State. We are a part of the United States Coast Guard and augment their many missions in Alaska.

We enthusiastically support your pending legislation which will repeal the sunset clause in Alaska's boating safety law. Making the law permanent will not only insure that Alaska's waters remain safer, it will maintain a very effective State Boating Educational Program that we are proud partners with.

If I'm able to assist in any way, please don't hesitate to contact me at (907) 344-0206 or by e-mail at gtaylor@alaska.net Thank you again for your interest in boating safety and in Alaska's future.

Sincerely,
G.A. Taylor

Gary A. Taylor
District Commodore
U.S. Coast Guard Auxiliary
District 17 Alaska



RECREATIONAL BOATING SAFETY



Legislative Information
Provided by the U.S. Coast Guard

This packet is information provided by the U.S. Coast Guard and prepared by the Office of Recreational Boating Safety. Contact Mike Folkerts at (907) 463-2297 or e-mail mfolkerts@cgalaska.uscg.mil

Informative web site for information on Wallop-Breaux funding. <http://www.wallop-breaux.org/>

Web site for the Alaska Office of Boating Safety: <http://www.dnr.state.ak.us/parks/boating/>

Web site for the Coast Guard Recreational Boating Safety: <http://www.uscg.mil/d17/d17rbs/d17rbs.htm>

Contents:

- 1) Question & Answer sheet – 2 pages
- 2) Registration statistics, DMV – 2 pages
- 3) Fatality listings, 1999-2002 -- 6 pages
- 4) Kids Don't Float – 2 pages

Also available on CD-ROM is the Alaska Boater's Opinion Survey Nov. 2002.

RECREATIONAL BOATS ONLY*

DEPARTMENT OF TRANSPORTATION U.S. COAST GUARD CGHQ 3923 (Rev. 12-90)	REPORT OF CERTIFICATES OF NUMBER ISSUED TO BOATS Numbered in accordance with 33 CFR Parts 173 & 174 Total Valid State Certificates Outstanding As of 31 December 2002	FOR THE STATE OF ALASKA
--	--	----------------------------

HULL MATERIAL	UNDER 16 FEET						16 TO LESS THAN 26 FEET					26 TO LESS THAN 40 FEET				
	POWER			AUXILIARY SAIL			POWER			AUXILIARY SAIL		POWER			AUXILIARY SAIL	
	INBOARD	OUTBOARD	STERNDRIVE*	INBOARD	OUTBOARD		INBOARD	OUTBOARD	STERNDRIVE*	INBOARD	OUTBOARD	INBOARD	OUTBOARD	STERNDRIVE*	INBOARD	OUTBOARD
Wood	1	105	1	0	2		26	385	24	6	14	93	39	18	21	11
Fiberglass	101	1,538	23	0	13		883	4,182	2,982	36	195	721	124	743	203	63
Metal	90	4,157	19	0	0		1,734	14,364	332	2	3	67	201	60	5	1
Inflatable	2	2,479	0	0	1		0	503	0	0	0	1	2	0	0	0
Other	0	44	0	0	2		1	50	4	0	1	1	1	0	5	0

HULL MATERIAL	40 TO 65 FEET						OVER 65 FEET					TOTAL				
	POWER			AUXILIARY SAIL			POWER			AUXILIARY SAIL		POWER			AUXILIARY SAIL	
	INBOARD	OUTBOARD	STERNDRIVE*	INBOARD	OUTBOARD		INBOARD	OUTBOARD	STERNDRIVE*	INBOARD	OUTBOARD	INBOARD	OUTBOARD	STERNDRIVE*	INBOARD	OUTBOARD
Wood	17	5	2	3	0		3	1	0	0	0	140	535	45	30	27
Fiberglass	40	2	2	11	0		3	5	4	0	0	1,748	5,851	3,754	250	271
Metal	8	6	5	3	0		2	6	1	1	0	1,901	18,734	417	11	4
Inflatable	0	1	0	0	0		0	2	0	0	0	3	2,987	0	0	1
Other	0	1	0	3	0		0	0	0	0	0	2	96	4	8	3

*The term "sterndrive" includes inboard/outboards and jet drives.

HULL MATERIAL	OTHER BOATS						TOTAL	SCOPE OF CURRENT NUMBERING SYSTEM	COMMENTS (Continue on plain paper or reverse)	*TOTALS:	
	NOT MECHANICALLY PROPELLED	PERSONAL	OTHER	PERSONAL	OTHER	OTHER				Commercial Passenger:	Commercial Fishing:
	ROWBOATS	SAILBOATS	CANOE/KAYAKS	WATER-CRAFT	BOATS						
Wood	226	27	0	1	13	267			Dealers:	15	
Fiberglass	4,161	134	0	1,419	123	5,837			Rentals:	1,646	
Metal	1,151	2	0	23	142	1,318			Other:	0	
Inflatable	895	1	0	1	47	944			Total Powered Boats:	36,822	
Other	536	3	0	4	3	546			Total Other Boats:	8,912	
								Total all certified 12/31/ 2002		56,911	

I Certify that to the best of my knowledge and belief, the data above are correct.

Signature _____ Date _____

Boat Registration - DMV

Registration is for three years

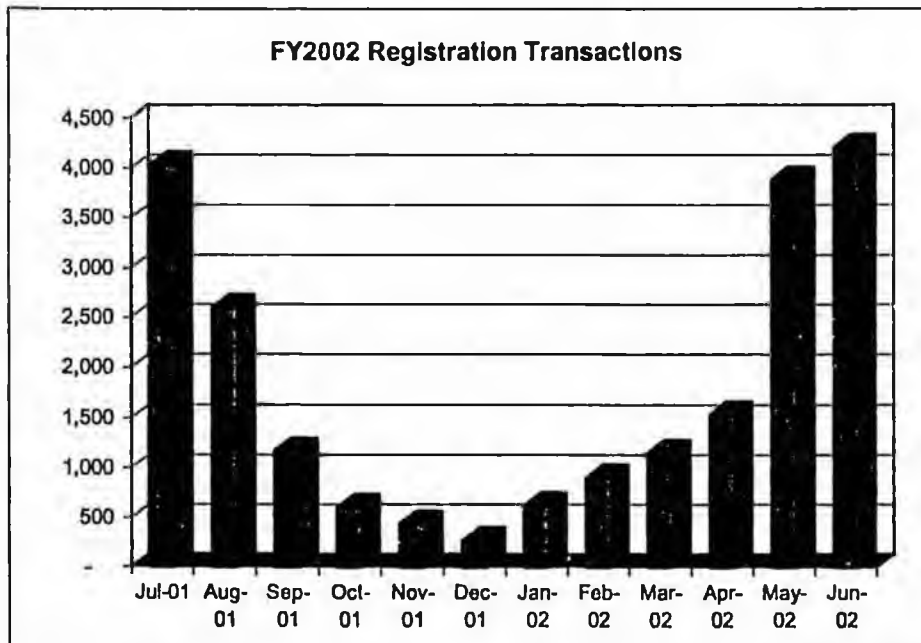
FY2002 Summary Year-To-Date

	TOTAL DEP	Motorized	Non-Motorized	Total Trans
Jul-01	\$ 82,845	70,198	12,647	4,031
Aug-01	\$ 55,643	49,352	6,291	2,601
Sep-01	\$ 24,785	22,793	1,992	1,168
Oct-01	\$ 13,351	12,224	1,127	600
Nov-01	\$ 9,707	9,151	556	437
Dec-01	\$ 5,723	5,573	150	268
Jan-02	\$ 14,226	13,884	342	620
Feb-02	\$ 20,665	20,348	317	899
Mar-02	\$ 26,610	26,112	498	1,145
Apr-02	\$ 33,269	31,267	2,002	1,530
May-02	\$ 82,981	77,860	5,121	3,881
Jun-02	\$ 86,868	78,682	8,186	4,202
Total	\$ 456,673	\$ 417,444	\$ 39,229	21,382

Number of Transactions by Type - Motorized

	Original \$24	Dup \$5	Renew/Web \$24	Dealer \$10	Add/Drop \$5	Transfer \$24	Total
Jul-01	1,689	48	621	2	31	598	2,989
Aug-01	1,149	49	483		17	408	2,106
Sep-01	387	30	380		7	175	979
Oct-01	147	11	216		9	142	525
Nov-01	108	7	171		4	100	390
Dec-01	71	23	98		2	58	252
Jan-02	92	9	404		3	80	588
Feb-02	124	18	622		10	96	870
Mar-02	177	18	765		6	141	1,107
Apr-02	415	40	597		12	281	1,345
May-02	1,070	136	1,402		23	739	3,370
Jun-02	1,530	105	1,006	2	39	711	3,393
Total	6,959	494	6,765	4	163	3,529	17,914
Percent	39%	3%	38%	0%	1%	20%	100%

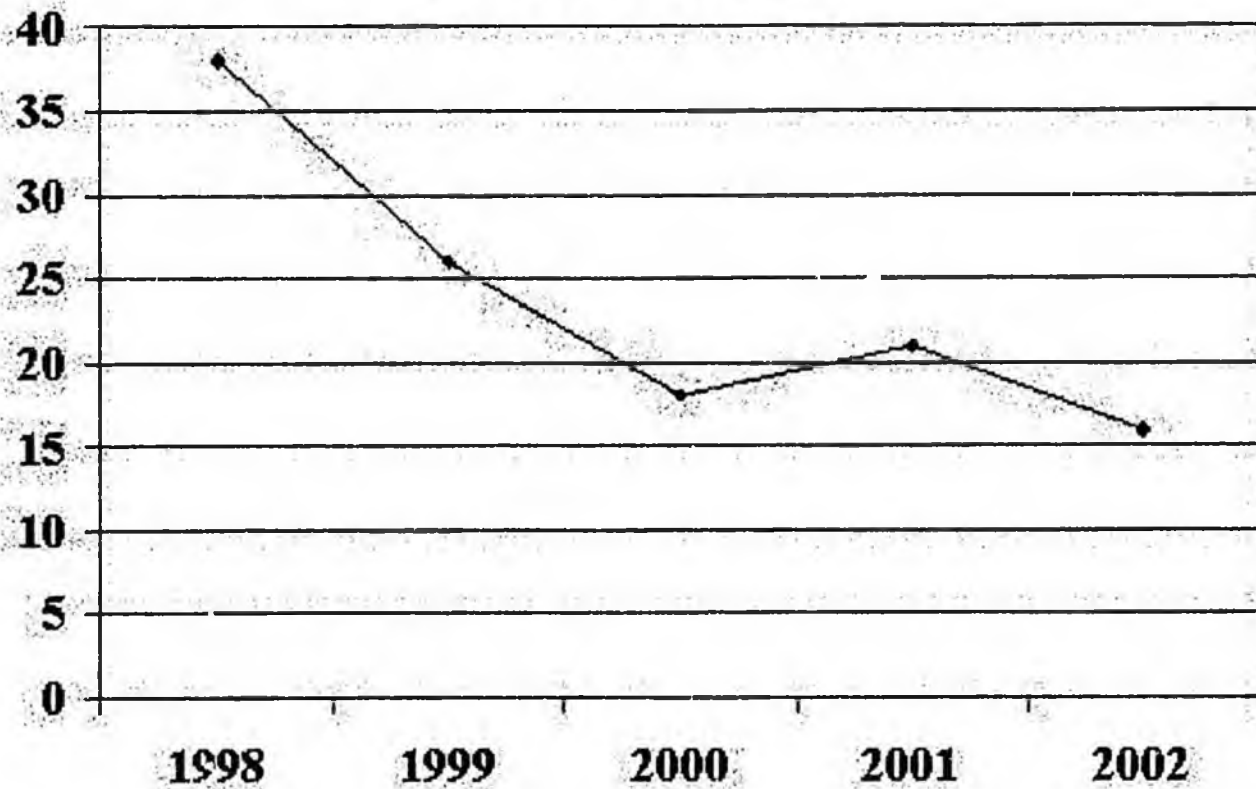
FY2002 Registration Transactions



Number of Transactions by Type - Non-Motorized

	Original \$10	Dup \$5	Renew/Web \$10	Search \$5	Dealer \$10	Add/Drop 5	Transfer \$10	Total
Jul-01	1,010	6	9	4		(1)	14	1,042
Aug-01	460	10	10	8			7	495
Sep-01	169	(1)	2	2			17	189
Oct-01	63		3	6			3	75
Nov-01	32			5		10		47
Dec-01	12	1	1	1			1	16
Jan-02	21		3	5			3	32
Feb-02	24		1	4				29
Mar-02	29	1	1	7				38
Apr-02	164	3	4	4			10	185
May-02	463	13	15	5		1	14	511
Jun-02	741	21	16	1			30	809
Total	3,188	54	65	52	-	10	99	3,468
Percent	92%	2%	2%	0%	0%	0%	3%	100%

Alaska's Recreational Boating Fatalities



1999 FATALITIES

<u>Case</u>	<u>Name</u>	<u>Age/Gender</u>	<u>Date</u>	<u>Remarks</u>	<u>Area</u>	<u>NAV/NON-NAV</u>	<u>SALT/FRESH</u>	<u>ALC</u>	<u>PFD</u>
1	9902003 Scott Weismantel	32M	22-Apr	Fell overboard	Zizhuyak Bay	Nav	Salt	YES	UNK
2	9902006 John Wolski	36M	30-May	Ovrloaded canoe	Kenai River	Nav	Fresh	NO	NO
3	9902007 Douglas Sheldon	69M	20-May	Seal hunter	Bering Sea	Nav	Salt	NO	UNK
4	9902007 Raymond Brown, Sr.	61M	20-May	Seal hunter	Bering Sea	Nav	Salt	NO	UNK
5	9902009 Kenneth Dale Rollins	58M	16-May	Skiff adrift	Thorne Bay	Nav	Salt	NO	YES
6	9902013 Larry Taylor	41M	22-May	Canoe capsized	Barley Lake	Non-Nav	Fresh	NO	NO
7	9902014 Vernon Shomshak	70M	27-May	Fell off anchored S/V	Annette Island	Nav	Salt	NO	UNK
8	9902019 Eloise Hubbard	75F	29-May	Thrown out of raft	Nenana River	Nav	Fresh	NO	YES
9	9902019 Doris North	75F	29-May	Thrown out of raft	Nenana River	Nav	Fresh	NO	YES
10	9902025 Grafton Njootli	42M	18-Jun	Failed to rtn	Ft Yukon	Nav	Fresh	UNK	UNK
11	9902030 Nicholas M. Newman	15M	27-Jun	Fell off PWC	Pond	Non-Nav	Fresh	NO	NO
12	9902031 Herbert Jones	33M	03-Jul	Fell overboard	Selawick River	Nav	Fresh	YES	NO
13	9902032 Sinka Crane	70M	06-Jul	Boat hit log, fell ovrbd	Kuskokwim Rvr	Nav	Fresh	NO	UNK
14	9902034 John Kittleson	21M	21-Jul	Canoe capsized	Spirit Lake	Non-Nav	Fresh	NO	NO
15	9902042 Florence Ignatius	51F	25-Jul	Skiff overturned	Sheldon Pt	Nav	Salt	NO	NO
16	9902042 Anthony Raphael	58M	25-Jul	Skiff overturned	Sheldon Pt	Nav	Salt	NO	NO
17	9902044 David Michael Phillips	41M	23-Jul	Fell off PWC	Robe Lake	Non-Nav	Fresh	NO	NO
18	9902047 Victor Severov	57M	03-Aug	Skiff capszd-rough wx	Bering Sea	Nav	Salt	NO	NO
19	9902047 Dennis Polvolski	26M	03-Aug	Skiff capszd-rough wx	Bering Sea	Nav	Salt	NO	NO
20	9902055 William Jackson	28M	07-Aug	Fell overboard	Unalakleet Rvr	Nav	Fresh	YES	NO
21	9902058 Stewart P. Shafer	20M	17-Aug	Fell off PWC	Bear Lake	Non-Nav	Fresh	NO	NO
22	9902060 Kenneth Paul	36M	23-Aug	Skiff capsized	Beaufort Sea	Nav	Salt	NO	NO
23	9902060 Sandra Meyook	12F	23-Aug	Skiff capsized	Beaufort Sea	Nav	Salt	NO	NO
24	9902060 Sylvia Meyook	16F	23-Aug	Skiff capsized	Beaufort Sea	Nav	Salt	NO	NO
25	9902064 Alvin Haynes	64M	04-Sep	Swept downstream	Yukon River	Nav	Fresh	NO	NO
26	9902070 David Poole	55M	31-Nov	S/V sank in heavy seas/wx	Glacier Bay	Nav	Salt	NO	UNK

2001 FATALITIES

<u>Case</u>	<u>Name</u>	<u>Age/Gender</u>	<u>Date</u>	<u>Remarks</u>	<u>Area</u>	<u>NAV/NON-NAV</u>	<u>SALT/FRESH</u>	<u>ALC</u>	<u>PFD</u>
1 AK-003	Roger DeLong	58M	12-Feb	Overtuned skiff carrying sand Died overnight fm exposure	Stack Is-Ketch	NAV	SALT	NO	NO
2 AK-010	James Deitz	39M	14-Apr	Beachcombing, raft capsized enr to boat and sank, 1 pob drowned	Bear Glacier	NAV	SALT	NO	NO
3 AK-015	Aaron Keller	28M	23-May	sitting on edge of boat, wake fm other boat, fell ovrbd, drowned	Chena River	NAV	FRESH	YES	NO
4 AK-18	Stephanie Bennis	16F	05-Jun	Boat hit submerged object, fell ovrbd, body not found	Kobuk River	NAV	FRESH	UNK	NO
5 AK-020	George Zeiter	41M	06-Jun	Canoe flipped in high, fast water	Charley River	NAV	FRESH	NO	YES
6 AK-021	Michele Saint Andre'	55M	11-Jun	Raft hit log and overturned, trapped by by snagged PFD, got it off & disappeared downstream	Talachulitna River	NON-NAV	FRESH	NO	YES
7 AK-026	Richard Cook	70M	18-Jun	Fell out of canoe - his only means of transportation	Tatonduk River	NAV	FRESH	NO	NO
8 AK-028	Michael Bjornstad	37M	24-Jun	Skiff ran aground, struck rocks- op was knocked out and died	Sand Point	NAV	SALT	YES	NO
9 AK-029	David Phillips	45M	22-Jun	While at the back of boat checking engine, he fell in - drowned	Ivanof Bay	NAV	SALT	YES	NO
10 AK-030	Gilbert Kitka	67M	26-Jun	Had been beachcombing - body found next to overturned 7ft Zodiac	Sitka Point	NAV	SALT	NO	NO
11 AK-032	Curtis Keitel	20M	28-Jun	Departed from cabin on Hawkins Is enr Codova - kayak found on the rocks	Deep Bay	NAV	SALT	YES	NO
12 AK-032	Lee Houser	20M	28-Jun	Departed from cabin on Hawkins Is enr Codova - kayak found on the rocks	Deep Bay	NAV	SALT	YES	NO
13 AK-036	Jesse Provo	30M	07-Jul	Jet ski tipped over and Provo fell off, submerged and not located	Willow Long Lake	NON-NAV	FRESH	UNK	NO
14 AK-042	Clarence Hrefon- Harried III	16M	17-Jul	Crossing lake, skiff capsized, other boy was treated for hypothermia	Six Mile Lake	NON-NAV	FRESH	NO	NO
15 AK-044	Frank Commack	M	20-Jul	Boat found empty going in circles, PFD floating near boat	Kobuk River	NAV	FRESH	NO	NO
16 AK-050	Archie Thurmond	71M	06-Aug	Died from injuries sustained from boat fire during refuelling.	Koyukuk River	NAV	FRESH	NO	NO

2000 FATALITIES

<u>Case</u>	<u>Name</u>	<u>Age/Gender</u>	<u>Date</u>	<u>Remarks</u>	<u>Area</u>	<u>NAV/NON-NAV</u>	<u>SALT/FRESH</u>	<u>ALC</u>	<u>PFD</u>
1 AK-0010	Travis Mason	16M	21-Apr	Fell off PWC	Spuhn Island	NAV	SALT	NO	NO
2 AK-0020	Gordon Peterson	48M	22-Jun	Boat ran aground	Yukon River	NAV	FRESH	YES	NO
3 AK-0021	Ken Tyler	43M	24-Jun	Fell ovrbd/hit by prop	Metlakalla	NAV	SALT	NO	YES
4 AK-0022	Dave Worman	40M	25-Jun	Raft flipped	Kenai-6 mile rvr	NON-NAV	FRESH	NO	YES
5 AK-0025	Mary Semone	33F	29-Jun	Jumped out of boat, drowne	Yukon River	NAV	FRESH	YES	NO
6 AK-0026	Andrew Frank, Sr.	54M	01-Jul	Fell overboard	Kuskokwim Rvr	NAV	FRESH	YES	NO
7 AK-0030	Robert Mills	34M	10-Jul	Fell overboard	Susitna Lake	NAV	FRESH	NO	NO
8 AK-0030	Rocky Mills	55M	10-Jul	Fell overboard	Susitna Lake	NAV	FRESH	NO	NO
9 AK-0035	Curtis Gloko	19M	24-Jul	Swam from skiff, drowned	Amanka Lake	NON-NAV	FRESH	NO	NO
10 AK-0039	Jerry Sheets	66M	01-Aug	Boat capsized	Valdez Bay	NAV	SALT	NO	YES
11 AK-0043	Atsushi Sugiura	38M	07-Aug	Swamped canoe	Naknek Lake	NON-NAV	FRESH	NO	YES
12 AK-0043	Naomi Sugiura	?F	07-Aug	Swamped canoe	Naknek Lake	NON-NAV	FRESH	NO	UNK
13 AK-0046	Thomas Olson	54M	11-Aug	Fell overboard	Nushagak Bay	NAV	SALT	YES	NO
14 AK-0051	Richard Reamy	65M	22-Aug	Capsized skiff	Kinky Island	NAV	SALT	NO	NO
15 AK-0052	Michael McGovern	38M	22-Aug	Capsized kayak	Blackstone Bay	NAV	SALT	NO	YES
16 AK-0053	Ron Olrun	60M	25-Aug	Fell overboard	Mekoryuk River	NAV	FRESH	NO	NO
17 AK-0054	Jackson P. Brooks	66M	02-Oct	Thrown ovrbd, drowned	Chilkat Lake	NON-NAV	FRESH	NO	YES
18 AK-0070	Walt Cunningham	57M	27-Oct	Drowned, diving	Sitka Sound	NAV	SALT	NO	NO

17	AK-051	Lucy Harless	43F	09-Aug	Jumped into the river to prove she was a better swimmer, did not re-surface.	Togiak River	NAV	FRESH	YES	NO
18	AK-057	Gene E. Needels	71M	25-Aug	Drowned after overturning his boat	Tatondan Lake	NON-NAV	FRESH	NO	NO
19	AK-064	Michael Coghill	25M	09-Sep	Swamped boat, last seen clinging to a gas can floating down river	Tanana River	NAV	FRESH	NO	UNK
20	AK-067	Matthew Epchook	21M	05-Oct	Travelling via boat from Bethel to Kwethluk, ended up in the water and drowned	Kuskokwim River	NAV	FRESH	YES	NO
21	AK-070	Kenneth Schaeffe	49M	08-Nov	Teaching kayak rolls, hit head on rock and drowned.	Thompson Harbor	NAV	SALT	NO	YES

2002 FATALITIES

<u>Case</u>	<u>Name</u>	<u>Age/Gender</u>	<u>Date</u>	<u>Remarks</u>	<u>Area</u>	<u>NAV/NON-NAV</u>	<u>SALT/FRESH</u>	<u>ALC</u>	<u>PDF</u>
1 AK-02	Bethany Lynn	26/F	16-Jan	Capsized kayak. Reached Casey Island and died of hypothermia. Body washed out to sea.	Casey Island, Kachemak Bay	Nav	Salt	No	yes
2 AK-10	Jason Burrows	28/M	25-May	capsized inflatable raft. Alcohol involved. Two persons went in water. One survived.	Prator Lake, Houston, AK	Non-Nav	Fresh	yes	no
3 AK-20	Yako Nick	26/M	19-Jun	Found floating in Kwethluk River. Boat found still running. NO pfd	Kwethluk River Kwethluk, AK	Nav	Fresh	yes	no
4 AK-21	Oscar Mezak	71/M	19-Jun	Drowned while trying to free his skiff that was aground on a sand bar	Oscarville slough Oscarville, AK	Nav	Fresh	yes	no
5 AK-23	Melton Ozenna	41/M	26-Jun	Gray Whale capsized skiff, man hit head on side of boat and died.	Little Diomedede Island	Nav	Salt	no	unk
6 AK-34	Sinka Williams SR	68/M	20-Jul	Drowned while trying to free a line wrapped in his prop.	Kuskokwim River Lower Kalskag	Nav	Fresh	unk	unk
7 AK-43	Walter Jack JR	21/M	19-Aug	Left hunting area in morning. Not know where he went. Body later found in lake. Drowned	Salt Lake Angoon	Non-Nav	Fresh	yes	no
8 AK-50	Jordan Porter	3months/M	03-Sep	Boat overturned five persons went in water. infant in car seat was located under boat.	Starrigavin Bay Sitka, AK	Nav	Salt	no	no
9 AK-57	Steve Katchis	31/M	20-Sep	While attempting to canoe across Malanuska River canoe capsized and one man drowned. No PFD	Malanuska River Chiklaoon, AK	Nav	Fresh	unk	no
10 AK-60	Kevin Ayojiak	22/M	28-Sep	3 men going down Togiak River in small craft, capsized one not located	Togiak River Togiak, AK	Nav	Fresh	unk	unk
11 AK-63	Keith Kvernvik	41/M	28-Sep	Reported overdue on a trip from Wrangel to Mitkof Island. Boat found with equip. POB still missing.	Stikine River Wrangell, AK	Nav	Salt	yes	unk
12 AK-64	Ralph Ahkivgak	69/M	03-Oct	Whale boat capsized. 6POB went in water. One died and five taken to hospital and treated for hypo.	Arctic Ocean Barrow, AK	Nav	Salt	no	no
13 AK-65	Michael Constantine	38/M	04-Oct	Three men were crossing a small river in an Argo Amphibious. Capsized, two persons missing	Nikoli River Shirleyville, AK	Nav	Fresh	no	no
14 AK-65	Daniel Standifer	34/M	04-Oct	Three men were crossing a small river in an Argo Amphibious. Capsized, two persons missing	Nikoli River Shirleyville, AK	Nav	Fresh	no	no
15 AK-68	Christopher Cooper	31M	31-Dec	Three men capsized their canoe while attempting to cross a Lake. One survived, one body located one missing.	Lake Aleknagik Aleknagik, AK	Non-Nav	Fresh	yes	no
16 AK-68	Ronald Ramey	43M	31-Dec	Three men capsized their canoe while attempting to cross a Lake. One survived, one body located one missing.	Lake Aleknagik Aleknagik, AK	Non-Nav	Fresh	yes	no

KIDS DON'T FLOAT Program

334 active sites throughout Alaska - 135 communities- 14 new sites added for 2002 season

Akhiok	Eagle City	Kenai	Northway	Susitna
Akutan	Eagle River	Kiana	Nunam Iqua	Takotna
Aleknagnik	Eagle Village	King Cove	Old Harbor	Talkeetna
Amber	Elim	King Salmon	Ouzinkie	Tanacross
Anchor Point	Ester	Kivalina	Palmer	Tatitlik
Anchorage	Ewok	Klawock	Pelican	Tenakee Springs
Anderson	Fairbanks	Klukwan	Petersburg	Teller
Angoon	False Pass	Kobuk	Pilot Point	Tetlin
Aniak	Fort Yukon	Kodiak	Point Hope	Thorne Bay
Barricw	Galena	Kokhanok	Point Lay	Togiak
Bethel	Game Creek	Kotzebue	Port Alsworth	Tok
Big Lake	Glennallen	L. Chatanika	Port Lions	Tok/BLM
Buckland	Golovin	Larson Bay	Port Protection	Toksook Bay
Chevak	Haines	Manley Hot Springs	Ruliy	Trapper Creek
Chignik Lake	Halibut Cove	Manokotak	S. Soldotna	Unalakleet
Chuathbaluk	Healy	McGrath	Salcha	Unalaska
Chugiak	Homer	Mentasta	Sand Point	Valdez
Clear AS	Hoonah	Naknek	Selawik	Wasilla
Coffman Cove	Huslia	Nanwalek	Seldovia	White Mountain
Council	Hydaburg	Nenana	Seward	White Water
Cooper Landing	Iliamna	Newhalen	Shungnak	Whittier
Cordova	Jackolof Bay	Nicholai	Sitka	Willow
Craig	Juneau	Nikiski	Skagway	Wrangell
Deering	Kake	Niniichik	Soldotna	
Delta Junction	Kalskag	Noatak	Sourdough	
Dry Creek Community	Karluk	Nome	South Naknek	
Dutch Harbor	Kasaan	Noorvik	St. Paul	334 sites
Dillingham	Kasliof	North Pole	Sterling	135 communities

KIDS DON'T FLOAT Program

334 active sites throughout Alaska - 135 communities- 14 new sites added for 2002 season

Akiok	Eagle City	Kenai	Northway	Susitna
Akutan	Eagle River	Kiana	Nunam Iqua	Takotna
Aleknagik	Eagle Village	King Cove	Old Harbor	Talkeetna
Amber	Elim	King Salmon	Ouzinkie	Tanacross
Anchor Point	Ester	Kivalina	Palmer	Tatillik
Anchorage	Ewok	Klawock	Pelican	Tenakee Springs
Anderson	Fairbanks	Klukwan	Petersburg	Teller
Angoon	False Pass	Kobuk	Pilot Point	Tetlin
Aniak	Fort Yukon	Kodiak	Point Hope	Thorne Bay
Barrow	Galena	Kokhanok	Point Lay	Togalak
Bethel	Game Creek	Kotzebue	Port Atsworth	Tok
Big Lake	Glennallen	L. Chatanika	Port Lions	Tok/BLM
Buckland	Golovin	Larson Bay	Port Protection	Toksook Bay
Chevak	Haines	Manley Hot Springs	Ruby	Trapper Creek
Chignik Lake	Halibut Cove	Manokotak	S. Seldotna	Unalakleet
Chuathbaluk	Healy	McGrath	Sakcha	Unalaska
Chuglak	Homer	Mentasta	Sand Point	Valdez
Clear AS	Hoonah	Naknek	Selawik	Wasilla
Coffman Cove	Huslia	Nanwalek	Seldovia	White Mountain
Council	Hydaburg	Nenana	Seward	White Water
Cooper Landing	Iliamna	Newhalen	Shungnak	Whittier
Cordova	Jackof Bay	Nicholai	Sitka	Willow
Craig	Juneau	Nikiski	Skagway	Wrangell
Deering	Keke	Ninilchik	Soldotna	
Della Junction	Kalskag	Noatak	Sourdough	
Dry Creek Community	Karluk	Nome	South Naknek	
Dutch Harbor	Kasaan	Noorvik	St. Paul	
Dillingham	Kasliot	North Pole	Sterling	135 communities

updated 1/24/03

Alaska's Federal Boating Safety Dollars At Work

- Boating safety is on the National Transportation Safety Board's "12 Most Wanted list" for needed transportation safety improvements. Alaska's boating fatality rate is among the highest in the nation. In Alaska, only highway related accidents account for more unintentional deaths than does drowning. Alaska was the last of the states and territories to establish a boating safety program.
- Boating safety programs work. Since the Alaska Boating Safety Program was established in 1998, Alaska's boating fatalities have decreased steadily from 38 that year, down to 16 in 2002. The four-year average of Alaska boating fatalities fell from 26 per year (between 1995 and 1998), to 21 per year (from 1999-2002).
- At least 6 Alaskan children are alive today because of a *Kids Don't Float* loaner life jacket. To date, over 320 loaner life jacket display boards, with over 6,000 life jackets, have been placed in over 120 towns and villages around the state. Alaska's boating safety program is a primary source of life jackets for *Kids Don't Float*.
- The program provides for school programs that teach Alaskan students about cold water and the importance of life jackets. Over 5,000 children have been reached.
- Alaska's new and nationally approved state boating safety course, *Alaska Water Wise*, has been developed. Over 100 potential boating safety instructors from Fairbanks, Kenai, Bethel, Kotzebue, Galena, Anchorage, Glen Allen, Valdez and Sitka, have been trained.
- The program produces a web page (alaskaboatingsafety.org), a variety of public service messages for radio and television, and publications and articles including the popular *Alaska Boater's Handbook*, and an award - winning poster series.
- The program offers financial support for the efforts of our boating safety partners, including the U.S. Coast Guard Auxiliary's Vessel Safety Check and "*Coastie the Safety Boat*" programs.
- The Alaska Boating Safety Program is funded entirely by a U.S. Coast Guard grant.
- The Alaska Boating Safety Program has received the U.S Coast Guard's *Public Service Commendation*, and the U.S. Department of Transportation's *Partnering for Excellence Award*. The *Kids Don't Float Peer Educator Program* was the regional winner of the National Safe Boating Council's 2002 *Boating Education Advancement Award*.

Distributed by Rep. Weymann



Wallop-Breaux Aquatic Resources Trust Fund

Trust Fund Pays Off

By Kimberly Hermes
Editor, *Small Craft Advisory*

[Wallop-Breaux 101
PowerPoint Presentation](#)

[Boating Safety's Fair
Share?](#)

Recreational boating fatalities have dramatically decreased since the 1960s and '70s. This decline is even more significant considering that the number of recreational vessels has more than doubled since that time. According to the U.S. Coast Guard, the lives of an estimated 27,000 boaters have been saved through the nation's various boating safety measures over the past three decades. This success is due in large part to the implementation of a series of boating safety legislative acts, namely those that have established and improved the Aquatic Resources Trust Fund, which generates money to support various safe boating outreach efforts through public education, awareness and enforcement. With the upcoming reauthorization of the trust fund, now is a good time to review the history of this funding.

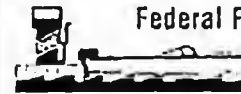
History

The federal government first became involved in recreational boating safety with the Motor Boat Regulation Act of 1910 (36 Stat 462). This statute set minimum safety standards for motorboats by requiring certain vessels to use navigation lights and carry life preservers and fire extinguishers. The biggest problem with early boating legislation in the United States was that each requirement was part of the law passed by Congress. This meant that it took an act of Congress to change, improve or add new requirements as the need arose. The Coast Guard's authority was greatly expanded by the Federal Boat Safety Act of 1971, the model for today's program. The FBSA created a more flexible regulatory authority concerning the use of boats and associated equipment to include all recreational vessels and expanded its jurisdiction to all United States navigable waters.

The 1971 act also included provisions for the Recreational Boating Safety (RBS) federal financial assistance program to "encourage greater state participation and uniformity in boating safety efforts, and particularly to permit the states to assume the greater share of boating safety education, assistance, and enforcement activities" (46 U.S.C. 13101). Administration of the program was delegated to the Coast Guard. With general revenue funds authorized by this act, the State Recreational Boating Safety Grant Program was established, but the first appropriation was for 1973.

AQUATIC RESOURCES TRUST FUND FLOW CHART

18.3¢ per Gallon
Federal Fuel Tax



1.08% of the total Highway Trust Fund is attributable to motorboat fuel. However, under present law, only 13 cents per gallon is used for purposes of calculating the amount to be transferred to the Aquatic Resources Trust Fund. This will rise to 13.5 cents on October 1, 2003.



The Aquatic Resources Trust Fund (Wallop-Breaux) consists of excise taxes attributable to motor boat fuels and fishing equipment along with import duties on fishing equipment, yachts and pleasure boats, interest earned on the funds and excise taxes attributable to gasoline used in small engines.



Money is divided into the following accounts:

Boat Safety Account
\$59 million in FY02
U.S. Coast Guard
\$5 million in FY02
Sport Fish Restoration Account
\$322.22 million in FY02

Authorization for the State RBS Grant Program expired in 1979 but was reestablished by the National Recreational Boating Safety and Facilities Improvement Act of 1980, also known as the Biaggi Act. In addition, the act provided that a portion of federal excise tax receipts attributable to motorboat fuel use would be transferred to a new RBS account to fund the program.

By returning a portion of the fuel taxes paid by boaters to boating safety, the Biaggi Act ensured that those benefiting from the program would also help pay the costs – “user pays, user benefits.” The Biaggi Act authorized a total of \$20 million per year – \$10 million for boating safety and \$10 for facilities. However, Congress never supported the facilities improvement part of the program and appropriated funds only for boating safety. The first appropriations under this new mechanism were not approved until 1982.

Congress built upon the Biaggi Act with the Wallop-Breaux Amendments to the Sport Fishing Restoration Act in 1984. Sponsored by Sen. Malcolm Wallop of Wyoming and then-Congressman John Breaux of Louisiana, this legislation created the Aquatic Resources Trust Fund, also known as the Wallop-Breaux Trust Fund, with two separate accounts – one for boating safety funds and another for sport fish monies – and authorized the transfer of all but \$1 million of the motorboat fuel taxes to the new trust fund. It also expanded the excise taxes and import duties on fishing equipment and recreational boats deposited into that account.

An amendment in 1988 (102 Stat. 1836) increased the amount of motorboat fuel taxes authorized to be transferred into and appropriated from the Boat Safety Account from \$45 million to \$60 million for fiscal years 1989 and 1990, then to \$70 million for fiscal years 1991-1993.

In 1990, Sen. Breaux developed a new program for Coastal Wetlands Restoration to be funded from small engine fuel tax revenues but appropriated through the Sport Fish Restoration Account's permanent appropriation. Following the five-cent gas tax increase that same year, a proposal by Congress in 1991 to increase the Boat Safety Account authorization from \$70 million to \$90 million was opposed by the Coast Guard because the discretionary appropriation of Boat Safety Account funds were scored against the Coast Guard budget.

The Clean Vessel Act enacted by Congress in 1992 left the discretionary BSA authorization at \$70 million per year and provided additional state RBS funding via Sport Fish Restoration's mandatory appropriation – but only half the amount originally proposed. The original proposal would have increased the BSA authorization by \$10 million in fiscal year 1992, \$15 million in FY 1993-94 and \$20 million in 1995. However, half the increase was taken out for another program and RBS did not get the full \$20 million until 1998.

Under the Transportation Equity Act for the 21st Century (TEA-21) in 1998, Congress expanded on the Clean Vessel Act transfer of mandatory appropriations from the Sport Fish Restoration Account. The Boat Safety Account remained subject to the annual appropriations process. However, the amendments guaranteed a minimum funding level of \$59 million, with a maximum of \$71.6 million for fiscal years 1999-2003, for boating safety if the \$70 million authorized from the BSA is appropriated. In addition, the Coast Guard receives \$5 million mandatory funding for coordination of the national RBS program. Yet funds from the Boat Safety Account have not been appropriated and the states are receiving only \$59 million per year in mandatory funding transferred from the Sport Fish Restoration Account under the formula in the Clean Vessel Act.

Gauging success

Annual boat registrations have more than doubled in the past three decades. In fact, just since 1988, annual boat registrations have steadily increased from 10 million to nearly 13 million boats – an increase of 23 percent. Approximately 78 million Americans enjoy recreational boating each year. Yet, due to the cooperative efforts of various organizations, recreational boating fatalities have continued to decline.

At the time the Federal Boat Safety Act of 1971 was approved, the fatality rate for recreational boaters stood at 29.2 deaths per 100,000 registered boats. And in 1973, the number of reported

SENATE COMMITTEE REPORT

DATE: 04/02/04

FURTHER: Finance

DATE TURNED
IN TO OFFICE: 4/21/04

State Affairs Committee considered CS FOR HOUSE BILL NO. 93(FIN)

HB 93 BCATING SAFETY,REGISTRATION, NUMBERING

"An Act relating to boating safety, registration, and numbering; extending the sunset date of changes in ch. 28, SLA 2000; and providing for an effective date."

and recommends:

- be replaced with _____ CS _____ (_____)
- adopt previous S CS CSHB 93 (TRA)
- attached amendment(s)
- adopt Letter of Intent by _____ Committee
- further referral to _____ Committee

Senate Bill:	
<input type="checkbox"/>	Same Title
<input type="checkbox"/>	New Title
House Bill:	
<input checked="" type="checkbox"/>	Same Title
<input type="checkbox"/>	Technical Title Change
<input type="checkbox"/>	New Title w/ SCR # _____

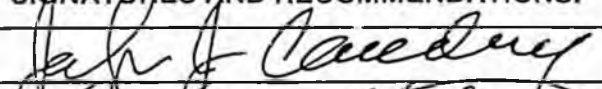
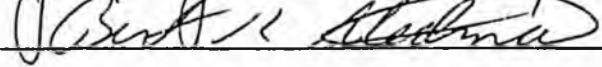

NEW FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#
<u>DNR</u>	<u>1/13/04</u>			<input checked="" type="checkbox"/>	<u>3</u>
<u>DOA</u>	<u>1/16/04</u>	<input checked="" type="checkbox"/>			<u>4</u>

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	DO PASS	DO NOT PASS	NO REC	AMEND
<i>Conrad Sedman</i> 	<input checked="" type="checkbox"/>			
	<input checked="" type="checkbox"/>			
<i>S. Stebbins</i> CHAIR: 	<input checked="" type="checkbox"/>			

SENATE COMMITTEE REPORT

DATE: 2/6/04

FURTHER: State Affairs
Finance

DATE TURNED
IN TO OFFICE: 4/1/04

Transportation Committee considered CS FOR HOUSE BILL NO. 93(FIN)

HB 93 BOATING SAFETY,REGISTRATION, NUMBERING

"An Act relating to boating safety, registration, and numbering; extending the sunset date of changes in ch. 28, SLA 2000; and providing for an effective date."

and recommends:

- be replaced with S CS CS HB 93 (TRA)
- adopt previous _____ CS _____ (_____)
- attached amendment(s)
- adopt Letter of Intent by _____ Committee
- further referral to _____ Committee

Senate Bill:
 Same Title
 New Title

House Bill:
 Same Title
 Technical Title Change
 New Title w/ SCR # _____

NEW FISCAL NOTE(S):

Department	Date	Fiscal	Zero	Indet.	FN#

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Zero	Indet.	FN#
DNR	1/13/04		✓		3
ADM	1/16/04	✓			4

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	DO PASS	DO NOT PASS	NO REC	AMEND
Handwritten signature				
Handwritten signature				
Lincoln Mrs. Cowden <i>Handwritten signature</i>	✓			
Therriault <i>Handwritten signature</i>			✓	
Olson <i>Handwritten signature</i>			✓	
Wagoner COCHAIR <i>Handwritten signature</i>	✓			
COCHAIR				

SENATE FINANCE COMMITTEE

SIGN-IN

HB 93-BOATING SAFETY,REGISTRATION,NUMBERING

NAME: Tack Padigan Subject/Bill No: HB-93
Co./Dept./Title: U.S. Coast Guard Auxiliary Phone: 907-321-3466
Address: 3199 Pio in Ft. Tuna Zip: 99801
Do you wish to testify? Yes No Respond To Questions

NAME: SUB MARGIS Subject/Bill No: HB93
Co./Dept./Title: COAST GUARD Phone: 463-2297
Address: BX 25517 JUNEAU Zip: 99802
Do you wish to testify? Yes No Respond To Questions

NAME: Martha Moore Subject/Bill No: HB93
Co./Dept./Title: Dept Health & Social Services Phone: 465-8631
Address: P.O. BOX 110616 Zip: 99811-0616
Do you wish to testify? Yes No Respond To Questions (support)

NAME: _____ Subject/Bill No: _____
Co./Dept./Title: _____ Phone: _____
Address: _____ Zip: _____
Do you wish to testify? Yes No Respond To Questions

