

LEGISLATIVE FINANCE-HOUSE / SENATE FINANCE COMM. FILES 8879

SB 111 cont. - SB 117 1989 1990 612

Alaska Marine Safety Education Association

Box 2592, Sitka, Alaska 99835

(907) 747-3287

February 6, 1989

Senator Arliss Sturgulewski, Chairman
Senate Rules Committee
P.O. Box V
Juneau, Ak. 99811

Dear Senator Sturgulewski:

This letter is to encourage your continuing support for SB 111, the Safe Boating Act. Alaska is the only state in the nation without a Safe Boating Act and has a boating fatality rate 28 times the national average. This accident rate is even higher in the Interior of our state where no one is doing boating safety programs. Yet according to the U.S. Coast Guard, when boating safety programs are available, fatalities decrease.

In these tight fiscal times, the introduction of new programs will not be popular. However, this Act asks for no funds from the state that will not be recovered by the program itself. In fact, this Act will allow for \$250,000 in federal money to come into the state for boating safety education programs every year.

SB 111 makes good sense and is long overdue. It is time for the state to stop ignoring its horrendous boating safety record and face its responsibility to members of the boating public. Last Fall, millions of dollars were spent trying to save two Grey Whales from drowning. We believe that the lives of Alaskans are also worthy of being saved.

We are an association of groups cooperating in water safety training within Alaska. We have seen the important role education plays in injury prevention. This is especially important to the children of this state since they are the future boaters of this state. Funds for boating safety education in Alaska are almost nonexistent. For the continued operation of programs such as ours, and the other reasons mentioned above, the Safe Boating Act is a priority piece of legislation that must be passed in this session. Please give this Act your support.

Please feel free to contact us if you would like any other information or if we can help in any way.

Sincerely,


Jerry Dzugan
Director/Coordinator

c.c. Senator Pat Pourchot
Senator Rick Uehling
Senator Dick Eliason
Representative Ben Grussendorf

MEMBER ORGANIZATIONS

Alaska Department of Health & Social Services,
Emergency Medical Services Section
Alaska Department of Public Safety
Northstar Survival, Inc.
Southeast Alaska Regional Health Corporation

Southeast Regional Emergency Medical Services Council
United States Coast Guard
University of Alaska Marine Advisory Program
Alaska Department of Education
Alaska Vocational Technical School (AVTEC)

Alaska Marine Safety Education Association

Box 2592, Sitka, Alaska 99835

(907) 747 5287

March 9, 1989

Mr. Arthur English, Commissioner
Department of Public Safety
450 Whittier Street
P.O. Box N
Juneau, Alaska 99811

Dear Mr. English:

The Alaska Marine Education Association (AMSEA) has been active in the state in promoting marine safety education and related activities. Once again a Safe Boating Act (SB 111) has come up in the legislature for consideration. AMSEA feels that it is very important for this state take the responsibility for boating safety by adopting an Act of this sort as all the other states (and most of the possessions) of the United States have already done. The boating safety record of this state should be enough evidence of the need for an Act of this nature.

AMSEA's Board of Directors would urge you to adopt a flexible position in terms of supporting this Act. The Safe Boating Act has a better chance of passing this session than any session to date. The role of the Department of Public Safety is going to be critical during this process however. We urge you to give this Act the very serious consideration and support it deserves. Thank you for your thoughtful attention to the matter.

Sincerely,


Jerry Dzugan
Director/Training Coordinator

MEMBER ORGANIZATIONS

Alaska Department of Health & Social Services,
Emergency Medical Services Section
Alaska Department of Public Safety
Northstar Survival, Inc.
Southeast Alaska Regional Health Corporation

Southeast Regional Emergency Medical Services Council
United States Coast Guard
University of Alaska Marine Advisory Program
Alaska Department of Education
Alaska Vocational Technical School (AVTEC)

ALASKA
UNINTENTIONAL DEATH BY CAUSE 1984 - 1987

	Boating Related Drowning	Other Drowning	Air Transport	Fire	Motor Vehicle	Total Unin- tentional
1984	51	51	43	26	156	463
1985	73	25	73	28	156	488
1986	58	27	39	11	131	391
1987	46	18	65	16	96	355
TOTAL	228	121	220	81	539	1697
Average per year	57	30	55	20	135	424
% of Total	13%	7%	13%	5%	32%	100%

Source: Vital Statistics Research Section
Division of Public Health
Alaska Department of Health & Social Services

Note: Totals include non-residents

Safe boating law needed now

Capt. Michael Stenger is worried and frustrated. As chief of the Search and Rescue Branch of the 17th Coast Guard District, the men and women who work for him risk their lives to rescue Alaskans who get into trouble while boating. Many times, they reach the accident victims in time to save them. Sometimes — too many times — they can't reach them in time or the accidents occur on inland waters away from where the Coast Guard operates. In Alaska, 70 percent of all boating deaths in 1986 were on lakes and rivers.

He is worried because he knows dozens more Alaskans will needlessly die this year in boating accidents. He knows that because that has been the case every year. In 1986, for example, 53 Alaskans died in boating accidents.

That makes boating accidents second only to traffic accidents as the greatest cause of accidental death in our state. Alaska's boating death rate is 28 times the national average, based on a per-boat average.

He is frustrated because he knows more can be done to stem the rising tide of boating deaths. But the Alaska Legislature has refused to act, leaving Alaska as the only state without a safe boating law. California has one. Washington has one. Iowa has one. But Alaska doesn't.

Because Alaska doesn't have a safe boating law, safety education and awareness are lacking and enforcement of safe boating practices — especially on inland waterways — is lacking. And people are dying.

Would a safe boating law really make a difference in the death toll? Yes. Statistics show that since the federal Safe Boating Law was passed by Congress in 1971, the overall number of boating fatalities has decreased by 30 percent even though the number of boats has increased by 50 percent.

Stalled in both the state House and Senate finance committees are identical bills that would enact a safe boating law in Alaska.

Such a law would promote safety and safety education, and instead of draining the state treasury, it would make money for Alaska. Because it provides for the Department of Public Safety to take over boat registration, it would bring in about \$250,000 per year after administrative costs and the salaries of 16 people needed to run it are taken out.

One of the basic goals of the legislature is to ensure the safety of Alaskans. Without the passage of a safe boating law, this legislature cannot say it has fully lived up to that goal.

There may be reasons for not supporting a safe boating bill for Alaska, but no good ones.

ISSUE: Safe boating bills stalled in legislature

succeeded in his crusade to get the government to ban lawn darts. But bet on him.

The darts are about a foot long, with plastic fins and steel points. They are thrown at targets in a game comparable to horseshoes. Descending on a normal arc, they strike with a force that one researcher estimates at 23,000 pounds per square inch.

The mills of government grind slowly, and that is generally good. But for 18 years — longer than there

One stud

THE CHICAGO TRIBUNE

The assistant professor called all the way from upstate New York, seeking sympathy and understanding.

I could understand why she was upset. A federal judge had just sentenced her to six months in prison for having fraudulently obtained a student loan a few years ago.

She said she was shocked by the harsh sentence. While she expected to be punished, she couldn't believe that she would be sent to prison.

And I can understand that, too. The government has been ineffective, if not tolerant, in collecting billions of dollars in deadbeat student loans.

Government officials bluster and make threats, but little is done to get the money. There are too many deadbeats to chase down.

So suddenly Assistant Professor A'isha Ajayi, 30, found herself in front of a stern Vermont judge who says she must be locked up. (If you're curious about her name, she was born Karen Babcock, in Connecticut, but changed her name for religious reasons.)

Her reaction to the prison sentence is: "Why me?"

The sentence is unusual. Maybe other student deadbeats have been jailed, but she's the first that I've heard of.

"I was arrested last August," says Ms. Ajayi, who now teaches telecommunications at the State Uni-

LETTERS

Dear Editor:

It may have escaped your attention, but the state of Alaska, you, and the Alaska Marine Highway System, passed an historic milestone back in January of the year...

2/17/89

Alaska Has Worst Record

A report released by the Johns Hopkins School of Public Health cites Alaska with the highest rate of injury deaths for children among the 50 states. More than one-third of the deaths in Alaska occurred among the Native population.

The survey covered the years 1980 to 1985, in which 248 Alaskan children under the age of 14 (35 of every 100,000) either died from drowning, house fires, motor accidents, airplane crashes, accidental gunshots, suffocation, suicide, or murder.

"We've known for a long time that injuries kill more U.S. children from birth to age 14 than cancer and infectious diseases combined," said Susan Baker, a co-author of the study.

Accidents on the roads, involving motor vehicles or bicycles, killed 54 Alaskan children during the six-year period. Other major causes of the deaths in our state were: drowning (48), house fires (26), homicide (19), and firearm accidents (18).

Nearly 35% of these children were Natives, though only 19.5% of Alaska's youth under 14 are Native.

Of the 248 deaths, 163 were male.

Dr. Peter Scales, executive director of the Anchorage Center for Families, blames these shocking figures on the lack of social services and on Alaska's dangerous sports.

Patty Merritt, chairman of Governor Steve Cowper's interim commission on children and youth, has indicated the same problems, citing the lack of transportation and medical facilities in rural areas.

February 8, 1989

To: Senator Arliss Sturgulewski, Chairman
Senate Rules Committee

From: Reed Reynolds, Director
Southeast Region Emergency Medical Services Council
207 Moller Drive, Sitka, AK 99835

For years the board and staff of Southeast Region Emergency Medical Services Council have witnessed the results of boating safety practices that are clearly inadequate. We have observed and supported the efforts of the young evolving Alaska Marine Safety Education Association. Such programs offer real hope for improvement in the record of Alaska's most unsafe industry.

However, it is our observation that boating in Alaska continues to be relatively unsafe. Public cost, costs to family and business, together with quality of life all cry out for the State of Alaska to provide direction. Boating safety efforts cannot achieve their full potential lacking the incentive and initiative of a state legislature which says unsafe boating practices in Alaska are not acceptable!

In late January, 1989, the commander of the Coast Guard base in Sitka commented before the Sitka Chamber of Commerce that Alaska is the only state without a boating safety act. You have been presented with facts which document the unsafe and high cost condition of boating in Alaska. It seems clear that we can no longer rely on the assumption of individual responsibility for boating safety. It is the opinion of the board and staff, the emergency medical services community in Southeast Alaska, that the State of Alaska must provide responsible direction and leadership towards a resolution of this tragic condition.

This letter offers the full support of the Southeast Region EMS Council for SB 111 and commend you, your staff and those working for improved boating safety in Alaska. Your leadership is recognized and appreciated. Please let us know if there is anything we can do that will assist those considering this legislation.

cc: Senator Pat Pouchot, Chairman
Senate State Affairs Committee

Senator Rick Uehling, Co-Chairman
Senate Finance Committee

Senator Jim Duncan
Senator Dick Eliason
Senator Lloyd Jones
Representative Peter Goll
Representative Ben Grussendorf
Representative Bill Hudson
Representative Robin Taylor
Representative Fran Ulmer



U.S. Department of Transportation
United States Coast Guard



Does Alaska need a safe boating law?

CCGD 17 (b)

One dead, one lost as skiff overturns Kodiak Man

2 teen-agers missing after raft trip

Search for boy suspended

Fishing boat still missing

Fishing vessel sinks; crew missing

Two lost at sea near Cape St. Elias

1 dead, 1 missing in skiff accident

Boat sinks

Search suspended

Two Lost In Boat Accident At Ketchikan

5 rescued after boat sinks in Resurrection Bay

Search on for family in dinghy

Boater Drowns

Search goes on for missing skipper

Coast Guard searches for Sitka seiner Camelo

2 dead after boat runs aground

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Files

still missing

ANCHORAGE (AP) — A 21-year-old

an drowned in Ivanoff Bay and Point, the reported.

The man was identified as Michael Almakoff of Ivanoff Bay, troopers said. His companion in the boat, 23-year-old Alexander Calugan, managed to swim to shore. People aboard another boat pulled Kalimakoff from the water and performed cardiopulmonary resuscitation for three hours until a Coast Guard rescue team arrived and took him to

located on the west side of Uyak Bay, above village, troopers said. The volunteers, organized by village Pt. Uyak, and shore searches of Public Safety suspended their search for a 17-year-old boy who was suspended from a raft. The boy may have made it to shore by the crew. Scott Currie was participating in the search.

On August 13, the Coast Guard suspended the search for John Sparks, 49, of Kodiak, who fell overboard the 36-foot seiner Shadrack somewhere near Whiting. The skipper of the Shadrack reported the man disappeared the afternoon of August 12. He was last seen on deck headed for Ouzinkie. According to Coast Guard spokesman Mark Farmer, Sparks could not swim.

Seas were rough Friday in the Kodiak area. The Coast Guard said it was looking for two men who were rescued after their boat sank in Resurrection Bay. The men, Alex Halsworth and John Kildgely, said Coast Guard spokesman Seward Rosenholm in Kodiak. Though early reports indicated there were four members aboard the 82-foot boat, Rosenholm said there was only one. "It might be four, it might be five," Rosenholm said. "They're having a tough time figuring out who was aboard."

The five-day search involved the Civil Air Patrol volunteers from Juneau and the area from Lituya Bay near Cape Fairweather to Prince of Whales Island, and up to the coast of the Pacific Ocean. There were no sightings whatsoever of anything, said Farmer, who is in charge of the search. The Maritime Safety Agency of Japan is also participating in the search. Lance Jones, a spokesman for the agency, said the search is continuing.

The Associated Press. JUNEAU — The U.S. Coast Guard and Alaska State Troopers suspended their search for a 17-year-old boy who was suspended from a raft. The boy may have made it to shore by the crew. Scott Currie was participating in the search.

Officer Glenn Rosenholm of the Coast Guard office in Juneau. Tackett, of Hillsboro, had been in Alaska about a week Wednesday when he was rescued. He has a 14-foot skill.

with you. The National Notation may be impossible to dive down. Get out of a flooded compartment. If caught in this situation, get out of the suit, swim to the space and huddle with others or climb on top of them.

The Associated Press. JUNEAU — The U.S. Coast Guard Friday said it has suspended the search for the remains of five people aboard a small boat that ran aground about 100 miles southwest of Juneau. Two men died in the accident.

The 26-foot vessel sank about 100 miles southwest of Sitka. The search was suspended because of the weather. The search was suspended because of the weather. The search was suspended because of the weather.

SAFE BOATING BILL

Questions and Answers

Q. Why does the Coast Guard want Alaska to pass a Boating Bill?

A. Because Alaska has the highest boating death rate in the U.S.

Because the Coast Guard does not have jurisdiction over all waters of the state and there is no law applicable to many Alaskan boats.

Because a law forms the basis from which to educate people on a local level and on how they should equip their boats for their own safety.

Because an acceptable law will allow the federal government, through the Coast Guard, to enter into a mutual agreement with the state for conducting a coordinated educational program (and enforcement when and where necessary) throughout the state.

Because the state can receive federal funds to assist in boating safety activities.

Q. Just how bad is our boating safety record?

A. Terrible. During 1987 a total of 46 people lost their lives in recreational boating accidents in ALASKA. Approximately 40% of these were Alaskan natives. 70% of these tragedies occurred on inland Alaskan waters such as lakes, rivers, and sheltered waters. Only five other states had worse records but these states had between 11 and 28 times the number of registered boats than we have here. An important statistic is the number of fatalities per 100,000 boats. Alaska, a state that does not participate in the Federal/State Boating Safety Program, has a fatality rate 28 times the national average, per 100,000 registered boats.

Q. How do boating accidents compare with other causes of accidental deaths in Alaska?

A. In 1987 only traffic deaths caused a greater loss of life in Alaska.

Traffic Deaths - 76

Boating - 46

Aircraft
(Recreational) - 26

Fire - 22

Q. How can you legislate safety on boats?

A. You can't really. People must be simultaneously educated regarding the NEED for safety. A good example is traffic laws. They don't prevent all the accidents and deaths on the road - but they do give most people a safe guideline by which to drive.

Q. Would the state law be similar to federal law?

A. Yes. It would require boats to carry the same equipment required by Federal law. At present in Alaska there is no law requiring such things as red and green lights at night, fire extinguishers on boats of appropriate size and type, Coast Guard approved life-saving devices, etc.. In 60% of the 1987 fatalities, either there were no personal flotation devices on board, or approved devices that were accessible were not used.

Q. Why would the state want to take over the job of boat registration from the Coast Guard?

A. Net revenues to the state could amount to over 300K. This is not an overwhelming amount, but in these economically troubled times, this could mean some added revenues and a few new jobs. In addition to this, Alaska's unrealized share of Federal funds for boating safety last year was approximately 250K.

Q. Would a state law allow the state to put up speed limit signs, limit usage of public moorages, and erect aids to navigation on rivers and lakes?

A. To all those questions, yes.

Q. What would happen if a person violated the law within the three mile limit and was given a ticket by a state law enforcement official?

A. Much like a traffic ticket, he would appear before the local magistrate (unless he was merely given a warning). The magistrate would take appropriate action, knowing all the facts in the case. (When a person is cited by the Coast Guard, penalty is awarded by mail or through Federal Court).

Q. Will passage of this Bill result in less accidental boating deaths?

A. If past statistics can prove a point . . . YES! Since the passage of the Safe Boating Law of 1971, fatalities have decreased across the nation by 30% while the number of boats has increased by 50%. This statistic has to prove that a better educated public is a safer public. The Bill will provide a springboard for education and reasonable enforcement to the safety of all, and by this it will hopefully reduce our tragically high boating accident fatalities.

Q. Where can answers be obtained to questions not listed here?

A. Contact:

Chief, Boating Safety Division

Seventeenth Coast Guard District

Box 3-5000

Juneau, AK 99802-1217

PH: (907) 586-7467

SAFE BOATING BILL

CDR G. M. HARBEN, USCG

Since the turn of the century, boating has steadily grown to become one of the nation's most popular pastimes. Correspondingly, the boating accident statistics have also grown. As the years went by the Congress enacted several pieces of legislation to deal with the growing problem. Finally, on August 10, 1971, the Federal Boat Safety Act was signed into law establishing minimum standards which would provide the public reasonably safe boats and equipment. At the same time the Act stressed the need for the individual states to enact equivalent legislation of their own, thus motivating the public to boating safety awareness through public education and operator and equipment requirements.

With the enactment of the Federal Boat Safety Act of 1971, the vast majority of states have recognized the inherent dangers associated with boating and during the ensuing years, 49 states have enacted boating safety legislation which squarely faced the problems head on. Their actions and subsequent programs have significantly turned the tide of rising boating accidents and deaths within their states. These programs have received national acclaim for the advancements that have been made in the field of boating safety education and public protection.

To better coordinate their activities among themselves, the National Association of State Boating Law Administrators (NASBLA) was formed to serve as a viable public forum for reviewing and improving upon the federally approved state boating problems.

In Alaska, the only state where there is no Federally approved safe boating program, the Coast Guard acts as the boating law administrator for areas that fall under Federal jurisdiction. Consequently, because of this very limited Federal Boating Safety Program, Alaska's boaters are paying dearly through personal injury, loss of life and loss of property. In 1987, 46 people lost their lives in recreational boating accidents. 70% of these tragedies occurred on inland Alaskan waters such as lakes, rivers and sheltered waters. This was second only to motor vehicle fatalities as the largest category of accidental deaths. When this figure is compared with the rest of the United States, Alaska has by far the worst boating record --- over 28 times the National average. Another thing to be remembered is that the boating season in many states lasts year around, unlike Alaska, which has a boating season of 6 months or less.

It is evident from these statistics that Alaska has a severe boating problem when compared to the rest of the United States. What can we do to solve this problem or at least bring it under control?

The most effective and proven means for dealing with this problem would be to legislate a comprehensive state boating safety program.

How is a state boating safety program going to change Alaska's unenviable record of boating activity?

First of all, it will identify and charge a state agency with the responsibility for implementing a coordinated boating safety program. Not just another law enforcement program of the Department of Public Safety, but more importantly a means to implement a comprehensive public education program.

Why an education program?

With a state as vast as Alaska the emphasis needs to be focused on public education. The resources and expertise of the Department of Education would be utilized to assist in the development and operation of a public education program. In addition, the Coast Guard can be called upon for assistance, training and advice for program development in order to establish effective programs.

How would public protection be handled with the new law?

In addition to the education program, incorporation of the Federal boating regulations into the state boating law would provide procedures and policies for dealing with violators, as well as provide for the minimum operator requirements for safety equipment and boat operation. Specific sections of the act will empower state law enforcement officials with the necessary authority to carry out its provisions. Existing manpower from the Alaska State Troopers and the Fish and Wildlife Protection Agency could be utilized for public protection purposes without the necessity of recruiting more personnel to enforce boating laws.

The Coast Guard does not have access or jurisdiction to the inland areas where most of the fatalities occur. Each year the number of complaints received by the Alaska State Troopers, the Coast Guard and other state and federal agencies concerning the negligent operation of boats continues to mount, especially along the inland rivers.

With the passage of a state boating safety act, where will the revenues come from to administer these programs?

There is a National Recreational Boating Safety Financial Assistance program, for these states with a federally approved safe boating program.

In-state revenue available would be moneys generated by a state operated boating registration program. At the present time this program is administered on behalf of the Federal government by Coast Guard in Juneau, with all the revenues from this program being deposited in the U. S. Treasury. None of the revenues remain in Alaska!! One Third Class Petty Officer administers the whole program for the state.

What advantages are there to numbering boats?

Most importantly, boats need to be numbered to aid in search and rescue. For example, if a boat is found adrift or capsized, in just a matter of minutes the boat owner can be identified through the numbers on the hull and a check can be made with owner, relatives or neighbors to see if there was anyone on-board or if the boat was just adrift.

The boat registration program also provides an added benefit for the prospective boat buyer. Financial institutions will more readily lend money for the purchase of boats if some form of previous ownership can be provided.

Boat numbers also fulfill other useful purposes. Among them law enforcement, educational contact, accident reporting and consumer defect notification. Whether used for tracing a person for the negligent operation of a boat, to provide boating safety materials, or notify a consumer of a possible product defect, it helps protect and serve the public welfare.

With the passage of a comprehensive state boating safety program won't the Coast Guard reduce its efforts in boating safety in Alaska?

Quite the contrary, the Coast Guard has a dedicated commitment to boating safety in Alaska. The presence of a state boating safety program would lend a new dimension to the Coast Guard's role in this area. Specifically, the Coast Guard would assist the State in establishing its own program, provide training to State law enforcement officers and work hand in hand with State and local agencies.

But what if the legislature fails to enact a state boating safety law, what will the consequences be?

With no possibility of the Coast Guard expanding their boating program, the number of boating accidents and fatalities will continue to soar as the boating population grows.

Without a doubt the proposed state boating law will provide the boaters of Alaska with a program designed to meet their special needs without burdening the non-boater.

COAST GUARD ASSISTANCE

1. Training and assistance will be provided by the Coast Guard for initial development of educational programs.
2. Initial training of law enforcement officers to assist in the development of an effective public protection program.
3. The Coast Guard will continue its coastal boarding program for enforcement of boating safety laws.
4. The Coast Guard will continue with present educational programs --- put on by the Coast Guard Auxiliary.
5. The Coast Guard will remain a viable support agency for state assistance.

ADVANTAGES TO STATE IN ESTABLISHING A BOATING SAFETY PROGRAM

1. The State will assume management, administration and control of the program.
2. Revenues will remain in Alaska, available for state usage, instead being deposited with the Federal government.
3. Offers programs and protection to the entire state, not just coastal areas.
4. The means of reducing Alaska's tragic boating fatality statistic.



ALASKA SPORT FISH CURRENTS

Vol. I Issue 2 October 1988

FROM THE DIRECTOR'S DESK

In early September, I had the privilege of attending the annual meeting of the American Fisheries Society. The meeting was attended by over 1200 biologists, managers, and administrators from Canada, Mexico, and every state in the Union. The many sessions (usually three to eight in progress concurrently) covered almost every conceivable topic related to fisheries in America.

Besides the many technical sessions, there were several sessions that dealt with changing trends in emphasis in many states. Here are a few that may be of interest and have application in Alaska:

- More states are recognizing the importance of economic data for recreational fisheries and are effectively using this along with biological and other data in the decision-making process.
- There is increasing involvement of sport anglers in department programs, increasing demand for public awareness, and more cooperative activities between agencies and between agencies and the public.
- Sport fishing interest groups are becoming more active and are forming coalitions to resolve major issues of mutual concern.
- While conflicts are increasing over funding, allocation of fish, and other issues, habitat protection remains the most crucial concern.

STAFF PROFILE

The following profile is of Larry Engel, area management biologist for the Matanuska-Susitna Valley and Susitna-West Cook Inlet areas. With over 24 years of service with the Sport Fish Division, Larry ranks as one of the department's elder statesmen.

Larry was born and raised in the Seattle, Washington area and graduated from the University of Washington with a B.S. in fisheries. While serving in the U.S. Navy at Kodiak, he was involved with the Kodiak Conservation Club and the Territorial Department of Fisheries working on various projects on the island.

He began his career with the Division of Sport Fish in 1960 as a biological aide in Juneau and worked seasonally with the

division until 1964 when he was promoted to a full-time biologist position. From 1964 through 1972 Larry worked as a research project leader on the Kenai Peninsula. The Engel's home in Soldotna served as the first Fish and Game "office" in that community. While on the peninsula he successfully pushed to have snagging in freshwater prohibited. In 1972 Engel was transferred to Palmer as the area management biologist. Recent passage of the Recreational River Corridor legislation ranks high among many of his career satisfactions.

Larry enjoys hunting, fishing, youth athletics and spending time with his wife Nancy and their two teenage sons.

ALASKA LEADS COUNTRY IN BOATING FATALITIES

Alaska is the only state in the union that has not adopted a state boating safety program. Because Alaska lacks a state program, the Coast Guard acts as the boating law administrator for areas that fall under federal jurisdiction. Consequently, because of this very limited federal Boating Safety Program, Alaska's boaters are paying dearly through personal injury, loss of life, and loss of property. In 1987, 46 people lost their lives in recreational boating accidents. Seventy percent of these tragedies occurred on inland Alaskan waters such as lakes, rivers, and sheltered waters. This was second only to motor vehicle fatalities as the largest category of accidental deaths. When this figure is compared with the rest of the United States, Alaska has by far the worst boating record--over 28 times the national average. Another thing to be remembered is that the boating season in many states lasts year round, unlike Alaska which has a boating season of six months or less.

It is evident from these statistics that Alaska has a severe boating problem. What can we do to solve this problem or at least bring it under control?

The most effective and proven means for dealing with this problem would be to legislate a comprehensive state boating safety program. This legislation would identify and charge a state agency with the responsibility for implementing a coordinated boating safety program. Not just another law enforcement program of the Department of Public Safety, but more importantly, a means to implement a comprehensive public education program. With a state as vast as Alaska, the emphasis needs to be focused on public education and awareness.

The state boating law would also provide procedures and policies for dealing with violators, as well as provide for the minimum operator requirements for safety equipment and boat operation. Specific sections of the act could empower state law enforcement officials with the necessary authority to carry out its provisions. Existing manpower from the Alaska State Troopers and Fish and Wildlife Protection could be utilized for public protection purposes without the necessity of recruiting more personnel to enforce boating laws.

The Coast Guard does not have access or jurisdiction to the inland areas where most of the fatalities occur. Each year the number of complaints received by the Alaska State Troopers, the Coast Guard, and other state and federal agencies concerning the negligent operation of boats continues to mount, especially along inland rivers.

Where would the revenues come from to administer a state boating safety program?

Federal funds are available within a boating safety account which is part of the Wallop-Breaux Amendment passed in 1984. Revenues for this account come from federal taxes on motorboat fuel sales. There is \$60 million dollars available in this account in 1989, which will increase to \$70 million by 1991. However, only states with a state boating safety program are eligible to receive these funds. Alaskan boaters are paying this tax every time they buy gas for their boat but cannot receive any of the benefits from it.

A state boating law would provide the boaters of Alaska with a program designed to meet their special needs without burdening the nonboater. Other states have experienced a 50 percent decrease in boating fatalities during the first year their boating safety law was in effect.

What can you do to support a state boating safety program?

Participate in your local sportsmen's organization or club meetings and make them aware of the need for a boat-safety law. Contact your legislators and let them know you support adoption of boat safety legislation.

For additional information on boating safety programs, contact Commander Jeoff Harben, U.S. Coast Guard, at 586-7467, or Captain Mike Stenger, U.S. Coast Guard, at 586-7351.

NEW SPORT FISH PROGRAM TO BEGIN

The Sport Fish Division is planning to initiate a "Sport Fishing Partnership Program." The Partnership Program aims to improve and increase Alaska's fishing opportunities by working jointly with communities, sporting groups, and other interested organizations.

The division is requesting approval in the FY 90 budget for the program. If the funding is approved by the legislature, the division plans to use \$100,000 in federal money to help finance various projects on a matching basis. Examples of projects that could be funded include fishing seminars and workshops, fishing piers and trails, parking areas, improving aquatic habitat protection or improvement projects, access for the elderly and disabled, and easements. Almost any project with a positive impact on sport fishing will be eligi-

ble. Applicants would match partnership program dollars with cash, materials, or services.

We will keep you informed of how the program will function as details are worked out over the coming six months. This Sport Fishing Partnership Program presents a unique opportunity to improve Alaska's sport fishing resources.

For additional information on the Sport Fishing Partnership Program, contact Norval Netsch at 465-4180.

IS SNAGGING ETHICAL?

The question of sport anglers snagging fish will be discussed at the December Board of Fisheries meeting. Since statehood the regulations pertaining to sport fishing in Alaska have included provisions to restrict the snagging of fish. Initially, snagging was discouraged by prohibitions on hook sizes, number of hooks, and the way in which hooks were rigged in relation to the sinker. Today's regulations are specific on the subject: "It is unlawful to intentionally snag or attempt to snag any fish in fresh water. Fish unintentionally hooked elsewhere than in the mouth must be released immediately. 'Snag' means hook a fish elsewhere than in the mouth." It is still legal to snag fish in most saltwater areas; however, saltwater snagging is prohibited in most of Cook Inlet. Is the intentional snagging of fish an unethical and unsportsmanlike act, or is it simply another method utilized by some anglers to harvest fish? Are there situations where snagging fish should be encouraged? Should the intentional snagging of fish in all ways, forms, and areas be prohibited as a legal means of sport fishing?

Snaggers and nonsnaggers are confronted with the reality of large numbers of nonbiting, hatchery-produced salmon returning to special harvest areas at Homer on the Kenai Peninsula. The fish readily accept baits and lures for a period of time and then simply stop biting. Leaving the fish to die is certainly an alternative, but most people agree that this would be wasteful and unwise. Harvesting the fish with nets is another option; however, this deprives people who are not offended by snagging from harvesting the fish. The Division of Sport Fish will propose three options for consideration by the Board of Fisheries regarding the problem.

A. Prohibit all snagging: An estimated 40 to 50 percent of the hatchery king salmon returns to the Halibut Cove and Homer Spit terminal harvest areas would not be harvested in the snag fisheries. These fish would have to be taken by nets in a "clean up" fishery or allowed to stray from or die in the terminal areas.

B. Allow snagging throughout the year: The harvest of hatchery fish in the terminal harvest areas would approach 100 percent.

C. Prohibit snagging from January 1 through June 23: After June 23 the harvest method (snagging or no snagging) in the terminal harvest areas will be regulated by emergency order issued by the department. Snagging would be permitted only when and if the target species would no longer accept conventional tackle and a surplus of fish remained in the terminal harvest area.

The board is being asked to make a decision regarding the

Boat Safety Timely Bill

Forty-six Alaskans failed to return home after going out in their pleasure boats during 1987.

Most people agree that the commercial fishing industry can be a dangerous business. What many people don't realize, however, is that the business of having fun on the water can be just as dangerous.

What can be done to reduce the death toll from pleasure boating accidents in Alaska that is continually 25 to 35 times higher than the national average?

One positive step would be the passage of a state Safe Boating Law by the Alaska Legislature. Every other state in the union has adopted a Safe Boating Law. Alaska stands alone as the only state that has not. Such a bill has been introduced by Senator Arliss Sturgulewski this session.

Everyone knows that the waters of the Bering Sea and Gulf of Alaska can be dangerous and unforgiving. Few realize, however, that 70 percent of Alaska's boating fatalities occur on the interior waters of Alaska, which are under exclusive state jurisdiction.

There are presently no requirements for anyone operating a vessel on Alaska state waters to carry any safety or lifesaving equipment.

There is also no coordinated state-wide educational program to teach even the most elementary points of boating safety. Statistics show that when other states have adopted a safe boating program the fatality rate was initially reduced by up to 30 percent. This could mean that up to 20 Alaskan lives might be saved each year.

Many deaths occur when boats capsize and everyone goes into the water. If personal flotation devices or lifejackets were required to be on the boat and the people were properly educated in their use, some or all would have had a chance to survive.

A state boating law would require boaters to have a designated number of lifejackets on board.

Past casualty reports have shown, however, that in many cases there were no lifejackets on board and people were needlessly lost.

The cost of a state boating safety program could be covered by the money received from boat registration (which is now done by the Coast Guard with the funds going to the federal government) and Alaska's share of the Federal Safe Boating Funding Program.

Besides having a positive fiscal note, the law would create jobs, and, most importantly, it would save lives.

In 1987, 22 people in Alaska died from fires. In response to this, the legislature passed a law requiring smoke detectors in all homes. In 1987, 46 Alaskans died in boating accidents. Perhaps it's time that Alaska passed a law to help reduce this tragic statistic.

FEB 3, 1989
THE ADVOCATE

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Alaska said to lead nation in drownings

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Drownings in Alaska's lakes, rivers and marine environment continue to be a leading cause of accidental death in Alaska. Statewide, the drowning rate is 20 times the national average.

In a study just completed in Bristol Bay, the number of deaths from drowning over the last 10 years was more than double the next leading cause of accidental death in that area.

The problem is exaggerated in Alaska because people spend so much time working and playing on the water, and many areas of the state have no access to marine safety education and training.

Alaska continues to be the last holdout in the nation in terms of not having a Safe Boating Act. This act would help provide funds for the establishment of a statewide boating education program.

The Alaska Marine Safety Education Association (AMSEA) is a cooperative effort between a number of private, state and federal agencies within Alaska. AMSEA has been trying to reduce the drowning rate through development of educational materials and training. In the last year and one-half, 65 teachers have completed AMSEA instructor classes, and in turn trained over 5,500 people statewide.

AMSEA is conducting its fifth instructor training class at the AVTEC facilities in Seward, October 3 to 8.

Individuals who are interested in teaching marine safety in their workplace or community are encouraged to contact AMSEA at 747-3287, or write to P.O. Box 2592, Sitka, AK 99835, and become part of the AMSEA volunteer instructor network.

PUBLIC OPINION MESSAGE

DEAR: SENATOR STURGULEWSKI

NAME: DONALD SHERWOOD
TITLE: PRES. AK. BOATING ASSOCIATION
ADDRESS: 1640 BRINK DRIVE
CITY: ANCHORAGE ZIP: 99504
PHONE: 333-6268
BILL NO: SB 111
SUBJECT: BOAT SAFETY, ACCIDENTS, & NUMBERING
MESSAGE: OUR STATE MUST HAVE BOATING LEGISLATION IF WE ARE GOING TO BE ABLE
TO GENERATE FUNDS TO EDUCATE OUR RESIDENTS IN BOATING SAFETY. WE SUPPORT
SB 111.

POMID: 03125118
DATE: 02/02/89
TIME: 12:51:18
LIONAME: ANCHORAGE LIO

COPIES: REPRESENTATIVES REPRESENTATIVES SENATORS

BARNES	BOUCHER	ADAMS
BOYER	BROWN	BINKLEY
CATO	COLLINS	COGHILL
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FOSTER	FURNACE	FAIKS
GOLL	GRUENBERG	FISCHER
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HOFFMAN	HUDSON	HALFORD
JACKO	KOPONEN	JONES
LARSON	LEMAN	KELLY
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NAVARRE	PETTYJOHN	POURCHOT
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SPOHNHOLZ	SWACKHAMMER	UEHLING
TAYLOR	ULMER	ZHAROFF
WALLIS	ZAWACKI	

MARINE SAFETY UPDATE

Alaska Marine Safety Education Association

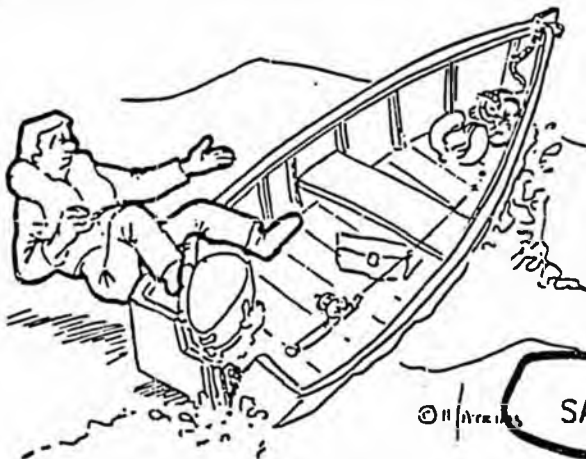
Box 2592, Sitka, Alaska 99835

(907) 747-3287

FEBRUARY 1989 NEWSLETTER

AMSEA AVAILABLE TO CONDUCT WORKSHOPS

AMSEA has been given funding to put on workshops in marine safety in areas of the state where this training is unavailable and there is interest from the fishing community, if your community or group is interested in any hands on training with equipment, information on the new commercial fishing safety act or any other marine safety related topics, feel free to drop us a line or call our new toll free number 1-800-478-3288.



AMSEA INSTRUCTOR CLASS

The next AMSEA instructor class will be conducted at the AVTEC facilities in Seward from March 27 to April 1st. See the enclosed flyer for more details on this class.

SAFE BOATING ACT

The State of Alaska has a recreational boating death rate 28 times the national average. This shocking statistic is due to a number of factors such as alcohol and "unforgiving" waters. However, another significant factor is the lack of any Federal Boating Safety Program in Alaska - every other state in the nation and many U.S. possessions, such as Puerto Rico, Guam, etc., have such a program. Alaska stands out as the only state without such a program. This is despite the fact that USCG statistics show a decrease in fatalities when boating safety programs are established.

A Safe Boating Act has been introduced in the Senate (SB111) and in the House (HB134) of the state legislature. The act would turn over registration of boats to the state and would allow \$250,000 of federal funds to go into our state for use in developing a boating safety program. It is an act that is long overdue in this state and one which is sorely needed.

Your local legislative representatives need to hear from you about this act. They can be written to at:

Alaska State Legislature
Pouch V

Juneau, AK 99811

PRESIDENTS CORNER
(CONT)

The Mat-Sue Parks and Rec Division has ask us to be present at their public input meeting for the "Deshka River Management Plan" which will be held at Willow Community Center on Wed. March 8, 1989 at 7:00 p.m. These people need our support so if you can come out and help, please do.

By now you should have received your voting ballot for the up comming election. Please vote and feel free to add another name on the ballot if you think it is necessary. We need a strong ABA, we are moving along rapidly and we can't stop now. Vote and let your voice be heard. Those people you choose represent you!

I would like to encourage you to call your senators for support of SB 111 "An Act Relating To Boating Safety". Sen. Sturgulewski needs our support. Also call your House Representatives in support of HB 134 "An Act Relating to Boating Safety". Both of these bills are to promote boating education by bringing in Federal funds and promoting boating safety for which our association stands for. This is one way we can help our state promote boating education and safety within our inland waterways.

FACT: We lost 49 persons last year in recreational boating accidents.

FACT: Our insurance companies pay out 35 to 45% more on every dollar you put in.

Thru education and safety we can reduce your boat insurance, but most important, you can save some lives.

THATS ALL: JUST JOIN!

You aren't obligated to go any further unless you want to. You don't have to attend meetings. You don't have to attend the annual summer picnic, and you don't have to attend the winter safety seminars.

All you have to do is join and you will strengthen the boating community on the local and state level. There is, indeed, strength in numbers, especially when boating leaders are talking to community or state officals. If you and other non-joiners, simply sign up or renew, we will carry alot more clout when speaking with these officals.

ALASKA BOATING ASSOCIATION
NEWSLETTER MARCH 6, 1989

BILL NO: CSSB 111 (SA) DRAFT

DATE: March 21, 1989

TITLE: "An Act relating to boating
safety..."

CONTACT: Gretchen A. Pence
Special Assistant to the
Commissioner
465-4322

DEPARTMENT OF
PUBLIC SAFETY

Alaska is the only state that does not have a recreational boating safety law. Consequently, this is the only state where the Coast Guard is responsible for the registration and numbering of recreational vessels.

There are an average of 57 deaths per year in Alaska because of boating related drownings.

This bill would allow the State of Alaska to receive federal funds to develop and implement a recreational boating safety education program and vessel registration system for Alaska.

This bill would require the Department of Public Safety to:

1. develop and present a boating safety education program;
2. develop an accident reporting system;
3. develop a boat numbering system;
4. develop and maintain a record keeping system; and
5. promulgate regulations.

This bill has very broad-reaching application, and extensive public information and education would be required prior to implementation or enforcement.

Federal funding is available until April 1, 1993. Availability after that date is unknown. These funds are distributed to the states using the following criteria:

- a. one-third of funds are allocated equally each fiscal year among eligible states;
- b. one-third of funds are allocated based on the reported number of vessels registered; and
- c. one-third of funds are allocated based on State obligations and expenditures for boating safety programs during the prior fiscal year.

Under these criteria, the State would be eligible to receive approximately \$200.0 for the first year, and up to \$250.0 thereafter.

In order to receive federal funds, the State's boating safety program must meet the following conditions:

1. Sufficient State matching funds available from general revenues, vessel numbering and licensing fees, State marine fund tax, or from a fund established from those funds, to finance a State recreational boating safety program.
2. Development of an approved vessel numbering system.
3. A cooperative boating assistance program between the U.S. Coast Guard and the State, to include:
 - a. law enforcement;
 - b. accident investigation;
 - c. search and rescue;
 - d. marine events; and
 - e. Coast Guard Auxiliary assistance on State waters.
4. Adequate patrol to insure laws are enforced, including:
 - a. sufficient uniform patrol to insure compliance with all aspects of boating safety regulations;
 - b. in-service training for the enforcement officers; and
 - c. procedures to selectively assign individuals to vessel traffic.
5. Adequate boating education programs:
 - a. must meet or exceed minimum standards established by the National Association of Boating Law Administrators; and
 - b. classes must be offered both in classroom and through correspondence courses.
6. An approved system for reporting marine fatalities.

Federal grant conditions require certification that the grantee has complied; further, the requirements and audits often times become more stringent with the passage of time. Analyzing accident data would require the collection and input of the data, analysis, and an Annual Report.

If this bill were adopted, uniformed officers would be required to patrol and enforce the State's laws and regulations concerning boating safety. The bill also requires in-service training for officers who are assigned these enforcement responsibilities. This would create a tremendous responsibility if we are expected to patrol all state waters -- including waters inside the three-mile limit and virtually all streams and lakes. Neither of the

Department of Public Safety
Position Paper, CSSB 111 (SA) DRAFT
March 21, 1989
Page 2

Department's enforcement divisions have sufficient personnel to conduct these patrols. The Department views enforcement of a recreational boating safety law as a completely new responsibility.

The Department estimates that the minimum cost of implementing a boating safety law as described above would be approximately \$649.1 per year, which includes administrative and seasonal enforcement personnel. The bill allows the Department of Public Safety to establish, by regulation, the boating registration fee. Assuming a \$30 triennial fee (the current federal fee is \$6 triennially), the boating registration system would generate \$500.0 to \$530.0 per year. Assuming federal funds of approximately \$200.0 to \$250.0 per year, this program could be self-supporting (the revenues received from vessel registration will be greater than the general fund appropriation). (Note: the federal monies can be for no more than 50 percent of the total cost of administering the new law, with a maximum of the above-stated numbers.)

The Department of Public Safety is in favor of any measure likely to promote public safety. This would, however, be a new State responsibility which cannot be absorbed by the Department's existing resources. The program is an expensive one; the Department would not be able to implement the program unless the fiscal note is funded. The Department of Public Safety supports this legislation as long as the accompanying fiscal note is fully funded.


Arthur English
Commissioner

U.S. Department
of Transportation

United States
Coast Guard



Commander
Seventeenth Coast Guard District

P.O. Box 3-5000
Juneau, AK 99802
Staff Symbol: db
Phone: 907-586-7467

16790

FEB 3 1989

Senator Arliss Sturgulewski
Alaska State Legislature
P.O. Box V (MS 3100)
Juneau, AK. 99811

Dear Senator Sturgulewski

Enclosed is a copy of the legislative ledger of the Outboard Boating Club of America detailing the five year reauthorization of the Aquatic Resources (Wallop/Breaux) Trust Fund.

This shows funding through fiscal 1993 and an increase to \$70 million from 1991 - 1993. This will mean an increase to the already estimated \$250 thousand dollars of federal funds to Alaska, if they pass a safe boating law.

A handwritten signature in cursive script, appearing to read "G. M. Harben".

G. M. HARBEN
Commander, U.S. Coast Guard
Chief, Boating Safety Division
Seventeenth Coast Guard District

Encl: (1) Legislative ledger



Legislative

LEDGER

A publication of the Outboard Boating Club of America for its members
and a cross section of America's recreational boating community.

Volume XXXII, Number 9

September 1988

Conference Committee Passes Wallop-Breaux Reauthorization

The bill to reauthorize the Boat Safety Account of the Wallop-Breaux Trust Fund (*H.R. 3918*) moved ahead August 9, as part of a Conference Committee vote on the Coast Guard Authorization Act of 1988. (*H.R. 2342*).

By this action it is agreed to:

1. Raise the ceiling on the Boat Safety Account from \$45 million to \$60 million in each of fiscal years 1989 and 1990, and to \$70 million in each of fiscal years 1991, 1992, and 1993.

2. Reauthorize transfers to and expenditures from the Boat Safety Account for five years, from 1989 through 1993.

3. Split the Boating Safety Account 50/50 between federal aid for state recreational boating safety programs and the operating expenses of the Coast Guard relative to recreational boating safety services and the Coast Guard Auxiliary.

4. Provide that the Coast Guard may spend no more from the Boat Safety

Account in any fiscal year than that appropriated for state recreational boating safety programs.

5. Require that the one to two percent that the Coast Guard receives for administrative expenses off the top of appropriations for state recreational boating safety programs be restricted to administering allocations for such state programs.

6. Mandate a joint survey by the Secretaries of Interior and Transportation of fuel used by recreational vessels, the findings to be reported to Congress by November 15, 1992.

Note: In lieu of an amendment to the Act to bar the Coast Guard from pursuing a policy of discouraging states from utilizing the Boat Safety Account for public access projects, Committee Report language expressly prohibits the Coast Guard from requiring the states to establish an explicit linkage of boating access projects to recreational boating safety, rationalizing that improved boating safety is inherent in access projects.

...But There Could Be Complications

The Wallop-Breaux Fund provision has no known opposition. However, the conference committee version of *H.R. 2342* does have provisions facing opposition. Perhaps most notable is a provision designed to guide the work of the Coast Guard Auxiliary involving disabled boats. Commercial towboat services have expressed adamant opposition to any competition from the Auxiliary, despite a long tradition of Auxiliary-furnished assistance. It is known that at least two Members of Congress have expressed an intent to fight this provision on the floor. The Coast Guard bill also addresses the so-called "zero-tolerance" doctrine, which provides for the seizure of a boat if any quantity of controlled substances are found onboard, regardless of quantity or the culpability of the owner.

How great is the threat?

It is difficult to be certain. The House rule provides for a simple vote of the conference report, with no amendments and no points of order. Thus, those opposing the two provisions discussed above — and perhaps others — are likely to join together to

(Continued on page 2)

Coast Guard Considers Raising Minimum Reportable Property Damage in Boating Accidents

The Coast Guard has published notice of proposed rulemaking to raise the threshold for reporting boating accidents, involving only property damage, from the current \$200 to \$400. The rulemaking uses an indexing formula based on GNP deflator figures, which would be applied to the reporting threshold

annually to determine when it needed to be raised. The Coast Guard has solicited suggestions about raising the minimum reportable property damage to a higher level than \$400, using types of damage instead of dollar amounts, uses made of property damage statistics, impacts of receiving less information, data if the

threshold is raised above \$400, and what measures could be taken to improve boater compliance with accident reporting requirements. For further information contact Carlton Perry, Office of Navigation, Safety, and Waterways Services, 2100 South Second St., SW, Washington, D.C. 20593 (202) 267-0979.

state	3/3				1/3 FEDERAL GRANTS FOR STATE BOATING SAFETY FY 86			1/3		state
	total authorized	percentage of total	boats registered	percentage of boats	amount for boats	state funds expended	percentage of expended	amount for expended	equal amounts	
1 AL	\$660020.97	2.36%	229890	2.44%	\$227265.89	\$2126989.00	2.79%	\$259963.41	\$172791.67	AL
4 AZ	\$387272.55	1.38%	112047	1.19%	\$110768.02	\$848566.00	1.11%	\$103712.86	\$172791.67	AZ
5 AR	\$536281.27	1.92%	309831	3.28%	\$306294.39	\$467964.25	0.61%	\$57195.21	\$172791.67	AR
6 CA	\$1682130.42	6.01%	619087	6.56%	\$612020.34	\$7341750.00	9.62%	\$897318.41	\$172791.67	CA
8 CO	\$271690.89	0.97%	66016	0.70%	\$65262.45	\$275212.00	0.36%	\$33636.78	\$172791.67	CO
9 CT	\$350394.07	1.25%	72591	0.77%	\$71762.40	\$865970.00	1.13%	\$105840.00	\$172791.67	CT
10 DE	\$272876.86	0.97%	37402	0.40%	\$36975.07	\$516359.33	0.68%	\$63110.12	\$172791.67	DE
22 DC	\$284248.60	1.02%	3391	0.04%	\$3352.29	\$884499.00	1.16%	\$108104.64	\$172791.67	DC
12 FL	\$1439786.27	5.14%	517365	5.48%	\$511459.46	\$6181696.52	8.10%	\$755535.14	\$172791.67	FL
13 GA	\$607124.94	2.17%	225812	2.39%	\$223234.44	\$1727185.00	2.26%	\$211098.86	\$172791.67	GA
15 HI	\$321305.30	1.15%	13112	0.14%	\$12962.33	\$1109064.25	1.45%	\$135551.33	\$172791.67	HI
16 ID	\$297785.24	1.06%	67471	0.71%	\$66700.84	\$476944.00	0.62%	\$58292.73	\$172791.67	ID
17 IL	\$510415.30	1.82%	275470	2.92%	\$272325.61	\$534260.51	0.70%	\$65298.03	\$172791.67	IL
18 IN	\$443259.69	1.58%	173006	1.83%	\$171031.20	\$813520.00	1.07%	\$99436.53	\$172791.67	IN
19 IA	\$484755.79	1.73%	175470	1.86%	\$173467.07	\$1133002.38	1.48%	\$139477.05	\$172791.67	IA
20 KS	\$280495.71	1.00%	83385	0.88%	\$82354.10	\$207410.11	0.27%	\$25349.94	\$172791.67	KS
21 KY	\$474225.22	1.69%	114546	1.21%	\$113238.50	\$1539789.05	2.02%	\$168195.06	\$172791.67	KY
22 LA	\$648080.05	2.32%	312119	3.31%	\$308556.27	\$1364181.86	1.79%	\$166732.11	\$172791.67	LA
23 ME	\$339453.59	1.11%	117842	1.25%	\$116496.88	\$164983.00	0.22%	\$20165.35	\$172791.67	ME
24 MD	\$1358420.31	4.85%	142795	1.51%	\$141165.05	\$8545674.00	11.19%	\$1244463.53	\$172791.67	MD
25 MA	\$558219.87	1.99%	184140	1.95%	\$182038.11	\$1664113.00	2.19%	\$203390.10	\$172791.67	MA
26 MI	\$1215350.24	4.34%	665540	7.05%	\$657943.10	\$3146877.00	4.12%	\$384615.48	\$172791.67	MI
27 MN	\$1069184.96	3.82%	629291	6.67%	\$622107.87	\$2244170.00	2.94%	\$274265.43	\$172791.67	MN
28 MS	\$425681.03	1.52%	122237	1.30%	\$120841.71	\$1080397.83	1.42%	\$132047.65	\$172791.67	MS
29 MO	\$698537.58	2.50%	328440	3.48%	\$324690.97	\$1645007.00	2.15%	\$251054.94	\$172791.67	MO
30 MT	\$234935.52	0.84%	34395	0.36%	\$34002.39	\$230250.00	0.30%	\$28141.46	\$172791.67	MT
31 NE	\$232723.61	0.83%	54913	0.58%	\$54286.19	\$46192.88	0.06%	\$5645.76	\$172791.67	NE
32 NV	\$262346.78	0.94%	31288	0.33%	\$30930.86	\$479656.49	0.63%	\$58624.25	\$172791.67	NV
33 NH	\$229804.24	0.82%	0	0.00%	\$0.00	\$466469.96	0.61%	\$57012.58	\$172791.67	NH
34 NJ	\$703745.56	2.51%	140884	1.49%	\$139275.86	\$3204662.00	4.20%	\$391678.04	\$172791.67	NJ
35 NM	\$233612.00	0.83%	34114	0.36%	\$33724.60	\$221694.00	0.29%	\$27095.73	\$172791.67	NM
36 NY	\$947557.07	3.39%	331742	3.51%	\$327955.28	\$3655746.00	4.79%	\$446810.12	\$172791.67	NY
37 NC	\$477882.78	1.71%	202908	2.15%	\$200591.88	\$855000.00	1.12%	\$104499.23	\$172791.67	NC
38 ND	\$210357.37	0.75%	33723	0.36%	\$33338.06	\$34590.00	0.05%	\$4227.64	\$172791.67	ND
39 OH	\$1013734.56	3.62%	338184	3.58%	\$334323.75	\$4145096.13	5.43%	\$506619.14	\$172791.67	OH
0 OK	\$545640.47	1.95%	193022	2.05%	\$190818.72	\$1489348.00	1.95%	\$182030.09	\$172791.67	OK
1 OR	\$436772.76	1.56%	140003	1.48%	\$138404.92	\$1027449.00	1.35%	\$125576.18	\$172791.67	OR
2 PA	\$726693.31	2.60%	217293	2.30%	\$214812.68	\$2774384.61	3.63%	\$339088.96	\$172791.67	PA
4 RI	\$211159.29	0.75%	31231	0.33%	\$30874.51	\$61307.76	0.08%	\$7493.12	\$172791.67	RI
5 SC	\$598602.20	2.14%	221339	2.35%	\$218812.49	\$1693632.72	2.22%	\$36998.04	\$172791.67	SC
6 SD	\$215001.93	0.77%	33091	0.35%	\$32713.28	\$77703.17	0.10%	\$9496.99	\$172791.67	SD
7 TN	\$467556.32	1.67%	196446	2.08%	\$194203.64	\$822778.00	1.08%	\$100561.02	\$172791.67	TN
8 TX	\$1305017.00	4.66%	599591	6.35%	\$592746.88	\$4413947.00	5.78%	\$539478.45	\$172791.67	TX
9 UT	\$286849.57	1.02%	51781	0.55%	\$51189.94	\$514378.00	0.67%	\$62867.96	\$172791.67	UT
0 VT	\$217448.48	0.78%	29774	0.32%	\$29434.14	\$124550.03	0.16%	\$15222.67	\$172791.67	VT
1 VA	\$417507.76	1.49%	148999	1.58%	\$147298.23	\$797077.48	1.04%	\$97419.87	\$172791.67	VA
3 WA	\$472885.41	1.69%	253980	2.69%	\$251093.91	\$401017.08	0.53%	\$49012.84	\$172791.67	WA
4 WV	\$226136.76	0.81%	38742	0.41%	\$38299.77	\$123099.09	0.16%	\$15045.32	\$172791.67	WV
5 WI	\$779878.92	2.79%	436221	4.62%	\$431241.69	\$1438747.00	1.88%	\$175845.56	\$172791.67	WI
5 WY	\$203470.90	0.73%	19831	0.21%	\$19604.64	\$90611.00	0.12%	\$11074.63	\$172791.67	WY
0 AZ	\$172868.78	0.62%	78	0.00%	\$77.11	\$9.00	0.03%	\$0.00	\$172791.67	AZ
2 PR	\$215220.98	0.77%	23083	0.24%	\$22819.52	\$160445.00	0.21%	\$19609.00	\$172791.67	PR
3 PT	\$177979.50	0.62%	190	0.00%	\$187.83	\$0.00	0.00%	\$0.00	\$172791.67	PT
3 VI	\$186881.47	0.67%	3425	0.04%	\$3385.90	\$87578.00	0.11%	\$10703.90	\$172791.67	VI

\$27992250.00 9438487 \$9330750.00 \$76343060.40 \$9330750.00 \$7330750.00

* Based on non federal share in Budget Information Section of FY 85 Application.

AN ANALYSIS OF FACTORS IN WATER
RELATED FATALITIES IN INTERIOR ALASKA:
A REVIEW OF THE LITERATURE

By:

Christine M. Jackson 452-1776
Tanana Chiefs Conference, Inc.
1302 21st Avenue
Fairbanks, Alaska 99701

PRESENTED TO:

Jess F. Kraus, M.P.H., Ph.D. Professor
Department of Epidemiology
School of Public Health
University of California
Los Angeles, California 90024-1772

In Fulfillment of Course requirements
for Epidemiology of Injuries - 711

University of Michigan 7/11/88 to 7/29/88

Instructors: Jess F. Kraus, M.P.H. Ph.D.
Richard J. Waxweiler, Ph.D.
Leon S. Robertson, Ph.D.

Drowning is the second leading cause of unintentional deaths in the state of Alaska, motor vehicles being number one. When figures are compared with the rest of the United States, Alaska has the worst boating record, over 70 times the national average. Only California and Texas had more fatalities and these states have 24 times the number of registered boats as Alaska and a boating season that lasts year round in many areas; unlike Alaska where the boating season is 6 months or less⁶. In 1985, 70% of drowning fatalities occurred on inland Alaska waters such as lakes, rivers and sheltered waters⁶.

Looking specifically at Interior Alaska, deaths from drowning in the Doyon Native Regional Corporation boundaries are the number one cause of death for the Native population, surpassing deaths in motor vehicles²³. For the period 1977 to 1986, there were 102 drowning fatalities, 60 of which were Native. Therefore, while Native people make up 13% of the population of the Interior, they make up 59% of drowning fatalities,⁶ 25. This is for an area where the boating season is 4 to 4/12 months long.

In attempting to address drowning fatalities, their causes and possible solutions there are four issues that must be addressed: alcohol use during boating, PFD use, near drowning and cold water immersion, and vehicle factors. A review of the literature was done to determine areas that would yield the best results in reducing drowning fatalities among Native people in Interior Alaska.

ALCOHOL

When seeking out information and data on drownings in Interior Alaska, the pervading attitude encountered among Native and Non-Native contacts alike, was that if people did not drink, there would not be any drownings. This is difficult to substantiate as the reporting on death certificates does not always reflect alcohol use and whether or not it was a contributing factor in the deaths. Coroners have a key role to play in improving data collection on alcohol related drownings; their knowledge and attitudes are crucial²⁶. Only two studies (Waller 1972 and Thoranisson, 1979) present data for comparison populations; both indicate an association between alcohol and drownings⁷. However, these studies may over estimate the risks. The duration a body is submerged results in degrees of fermentation and therefore the presence of various types of alcohol upon autopsy⁷.

Many feel that alcohol is an undisputed factor in drownings and cite several surveys, 11, 26, 19. There seems to be conclusive evidence that alcohol increases the risk for vehicular accidents. Drownings are more apt to involve powerboats than sailboats,⁴. Powerboats involve speed and thus call for skills similar to as those required for driving⁷. In addition, numerous studies have associated alcohol consumption with risk for falling. It is reasonable to conclude that since alcohol contributes to falls on land, it also contributes to falls into the water⁷. Alcohol is associated with reduced balance, impaired vision, impaired judgment and reduced manipulative performance. Environmental "stressors" associated with water activities may work synergistically with alcohol in degrading performance⁷.

Alcohol also contributes to suicides by drowning by enhancing depression and to sober people who drown as a result of the actions of others who were intoxicated⁷.

Because alcohol consumption often accompanies recreational activities on or near the water, and because the potential risk is so plausible, further research is imperative^{2.7.19}. Howland and Hingson (1988) feel that standards need to be developed for consistent reporting which is supported by Tether & Harrison (1986). "Case control studies to compare exposure to alcohol among drowned and not drowned persons engaged in the same activities under similar conditions are required to define the extent of the risk to public safety"⁷.

PFD'S

Coast Guard accident statistics indicate that many drownings could be prevented if people would wear their PFD's (personal flotation devices) while boating. When a boating "accident" occurs, occupants of a boat often find themselves in the water with little or no warning. They simply don't have time to locate, let alone put on and adjust their PFD's³.

PFD's can offer only partial protection from drowning in the form of flotation. In retrospective studies of sailors, it was found that many died in cold waters in spite of wearing PFD's and some of those rescued alive died within an hour¹³. Cold water is considered to be water 70^oF or less. Interior Alaska's waters fall within this classification year round.

NEAR DROWNING & COLD WATER IMMERSION

A clarification of terms related to drowning fatalities is important in discussing this area. "Drowning" is a death from suffocation by submersion in water, where as the "near drowning" refers to survival, even if a temporary one, after asphyxia resulting from the submersion episode^{16,21}. Near drowning victims may die of respiratory failure hours or days later. This is called "secondary drowning". About 10 - 15% of drowning victims die from asphyxia without aspirating water into their lungs, probably due to laryngospasm. This is referred to as "dry drowning"²¹. The major causes of drowning are asphyxia and hypoxemia⁹.

The Mammalian Diving Reflex and hypothermia can offer some protection to the drowning victim. The Mammalian Diving Reflex is a redistribution of blood away from the extremities and tissues resistant to hypoxia (gastrointestinal tract, skin, muscle) to the vital organs, the heart, lungs and brain⁹. This response occurs after total body submersion in cold water and is more active in infants and young children. This oxygen conserving adaptation accompanied by a greatly reduced heart rate is a major factor in the survival of near drowning victims if proper immediate care in the form of airway, breathing and circulation are followed by proper rewarming⁹.

Hypothermia occurs rapidly in water due to heat loss by conduction, convection and radiation. Alcohol may be a significant contributing factor in the development of immersion hypothermia due to its vasodilatory properties and CNS depressant effect²¹.

Mild to moderate immersion hypothermia (30C to 34C) is not uncommon and may result in drowning due to loss of consciousness²¹. (This is a very good reason for wearing PFD's; to keep the head out of the water in the case of unconsciousness).

VEHICLE FACTORS

The waterways of Interior Alaska consist of deep rivers like the Yukon River which I have depth sounded from 15 to 65 feet and shallow streams which range from several feet to several inches. These waterways are a transportation system, an economic resource during fishing season and an access to subsistence foods (fish, moose, bear, waterfowl and berries).

The boat of choice along the rivers of Interior Alaska is the johnboat, a small, light weight, flatbottom boat. These boats range from 16 to 28 feet long and 4 to 5 feet wide. Up river from Fairbanks people use commercially manufactured aluminum boats while down river there are commercially purchased aluminum boats and locally made wooden and aluminum boats. The johnboats function in both deep and shallow waters, work well as utility boats and are, relatively speaking, inexpensive.

The U.S. Coast Guard has stated that johnboats are responsible for a high percentage of capsizing and swamping incidents²⁹. When making this observation, the Coast Guard is referring to boats with small horsepower engines (up to 15 horsepower).

Most boats along Interior Alaska's rivers use 25 to 55 horsepower engines with some as high as 185 HP.

The stability of the johnboat increases with the addition of persons, gear and with slower speeds.

Flotation for small boats commercially manufactured is now regulated by the Coast Guard and has been since August 1, 1987. At that time the Coast Guard initiated standards.

"to increase the survivability of boaters following a boating accident by requiring manufacturers to design certain boats less than 20 feet in length to float in an approximately level attitude when swamped, thus providing a platform from which the occupants can be rescued"¹².

The old flotation standards were not satisfactory as they had a tendency capsize and float bow high when swamped¹². In this attitude, even though the boat is afloat it may not make much of a life raft if it is slippery and cannot be righted due to the shift in the flotation.¹² Boats manufactured in Interior Alaska and boaters do not have to comply with U.S. Coast Guard regulation as these regulations only apply to federal waters.

Many factors influence the performance characteristics of a boat; first foremost is hull design. The flatbottom hull (johnboat) is very sensitive to steering movements as speed increases. If speed increases enough, the boat may become impossible to control²⁹.

Flat bottom boats skim across the top of the water thus reducing friction and fuel utilization²⁷. These boats are best used in smooth, shallow water.

In rough water the flat bottom boat is pushed by waves and wind due to the reduced friction and not enough drag. It therefore slides and is unstable. The 'V' hull or it's modifications is preferable for rough water as it has a deeper draft, more drag, slices through the waves rather than riding on top and therefore is more stable²⁹

"Understanding the underway characteristics of a boat can greatly assist in determination of 'causes' which can be considered during an accident investigation²⁹.

SUMMARY

In summary, drownings and near-drownings are important, preventable causes of mortality and morbidity. There are several pertinent issues influencing drownings in Interior Alaska including alcohol use, cold water immersions and hypothermia, PFD use and vehicle factors. Of these factors those that can be most directly affected by education and regulation are PFD use and vehicle factors including flotation, boat dimensions, engine size and hull design.

Data collection could be enhanced through education of coroners into "thinking alcohol" as it is related to injuries of all kinds and developing standards for consistent reporting. Case control studies are needed to confirm or refute alcohol's role in boating fatalities.

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FISCAL NOTE

REQUEST

Revision Date: 3/21/89 Agency Affected: Public Safety
 Title: "An Act relating to boating safety..." BRU: Fish and Wildlife Protection
 Sponsor: Senator Sturgulewski Components: Boating & Water Safety
 Requestor: Senate State Affairs

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

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES		169.8	376.6	376.6	376.6	376.6
TRAVEL		13.0	29.5	29.5	29.5	29.5
CONTRACTUAL		75.0	171.5	171.5	171.5	171.5
SUPPLIES		22.9	54.0	54.0	54.0	54.0
EQUIPMENT		168.2	51.0	17.5	17.5	17.5
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	448.9	682.6	649.1	649.1	649.1
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE	-0-	249.0	498.0	530.0	530.0	530.0

FUNDING: (Thousands of Dollars)

GENERAL FUNDS		248.9	432.6	399.1	399.1	399.1
FEDERAL FUNDS		200.0	250.0	250.0	250.0	250.0
OTHER						
TOTAL	-0-	448.9	682.6	649.1	649.1	649.1

POSITIONS:

FULL-TIME	-0-	4	4	4	4	4
PART-TIME	-0-	10	12	12	12	12
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

This bill would establish boating safety, boating accident, and boat numbering requirements for the state. The responsibility for implementing and enforcing this law would be with the Department of Public Safety's Division of Fish and Wildlife Protection. The administrative headquarters for this new "Boating Safety Section" would be in Anchorage.
(continued on page 2)

Prepared by: Gretchen Pence, Special Assistant
 Division: Commissioner's Office

Phone: 465-4322
 Date: 3/21/89

Approved by Commissioner: G.A. Hostaki
 Agency: Public Safety

Date: 3-22-89

CONTINUATION OF FISCAL NOTE ANALYSIS
For Bill/Resolution No. CSSB 111 (SA)

In order to implement this bill, the Department would hire a total of 16 new employees (4 full-time and 12 part-time). These positions are: Education Specialist I, Publication Specialist I, Clerk Typist II, 2 Data Processing Clerks, Accounting Clerk, and 10 Compliance Officers (seasonal safety and enforcement officers; 8 of the Compliance Offices will be hired the first year, and an additional 2 [Soldotna] the second year).

The equipment costs for vessel purchases are one-time costs; these costs are spaced over two years because the Compliance Officers will be hired over two years. Equipment start-up costs also include vehicles and radios.

Office space for the "Boating Safety Section" will come from current facilities; utilities, communications, travel, commodities, and office equipment needs are estimated for each position.

The boating safety and boat numbering program will be self-supporting; the revenues received from vessel registration will be greater than the general fund appropriation. In fact, beginning the second year of the program, it will generate approximately \$65.0 in additional revenues, and up to \$130.0 in future years.

All costs in this fiscal note assume a start-up date of January 1, 1990.

I. Restricted

Anticipate \$200.0 in federal funds for the first year, and approximately \$250.0 for subsequent years. Federal grant award monies can fund no more than 50 percent of the total appropriation. The above stated numbers are the maximum anticipated to be available.

II. Unrestricted Revenues (see chart pg. 3)

Vessel Registrations

FISCAL NOTE

REQUEST

Revision Date: 3/21/89 Agency Affected: Public Safety
 Title: "An Act relating to boating safety..." BRU: Fish and Wildlife Protection
 Sponsor: Senator Sturgulewski Components: Boating & Water Safety
 Requestor: Senate State Affairs

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

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES		169.8	376.6	376.6	376.6	376.6
TRAVEL		13.0	29.5	29.5	29.5	29.5
CONTRACTUAL		75.0	171.5	171.5	171.5	171.5
SUPPLIES		22.9	54.0	54.0	54.0	54.0
EQUIPMENT		168.2	51.0	17.5	17.5	17.5
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	448.9	682.6	649.1	649.1	649.1
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE	-0-	249.0	498.0	530.0	530.0	530.0

FUNDING: (Thousands of Dollars)

GENERAL FUNDS		248.9	432.6	399.1	399.1	399.1
FEDERAL FUNDS		200.0	250.0	250.0	250.0	250.0
OTHER						
TOTAL	-0-	448.9	682.6	649.1	649.1	649.1

POSITIONS:

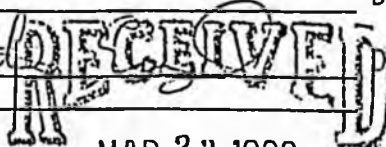
FULL-TIME	-0-	4	4	4	4	4
PART-TIME	-0-	10	12	12	12	12
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

This bill would establish boating safety, boating accident, and boat numbering requirements for the state. The responsibility for implementing and enforcing this law would be with the Department of Public Safety's Division of Fish and Wildlife Protection. The administrative headquarters for this new "Boating Safety Section" would be in Anchorage.
(continued on page 2)

Prepared by: Gretchen Pence, Special Assistant Phone: 465-4322
 Division: Commissioner's Office Date: 3/21/89

Approved by Commissioner: [Signature] Date: 3-21-89
 Agency: Public Safety



MAR 23 1989

CONTINUATION OF FISCAL NOTE ANALYSIS

For Bill/Resolution No. CSSB 111 (SA) DRAFT

In order to implement this bill, the Department would hire a total of 16 new employees (4 full-time and 12 part-time). These positions are: Education Specialist I, Publication Specialist I, Clerk Typist II, 2 Data Processing Clerks, Accounting Clerk, and 10 Compliance Officers (seasonal safety and enforcement officers; 8 of the Compliance Offices will be hired the first year, and an additional 2 [Soldotna] the second year).

The equipment costs for vessel purchases are one-time costs; these costs are spaced over two years because the Compliance Officers will be hired over two years. Equipment start-up costs also include vehicles and radios.

Office space for the "Boating Safety Section" will come from current facilities; utilities, communications, travel, commodities, and office equipment needs are estimated for each position.

The boating safety and boat numbering program will be self-supporting; the revenues received from vessel registration will be greater than the general fund appropriation. In fact, beginning the second year of the program, it will generate approximately \$65.0 in additional revenues, and up to \$130.0 in future years.

All costs in this fiscal note assume a start-up date of January 1, 1990.

I. Restricted

Anticipate \$200.0 in federal funds for the first year, and approximately \$250.0 for subsequent years. Federal grant award monies can fund no more than 50 percent of the total appropriation. The above stated numbers are the maximum anticipated to be available.

II. Unrestricted Revenues (see chart pg. 3)

Vessel Registrations

FISCAL NOTE

REQUEST:

Revision Date: 12/12/89 Agency Affected: Public Safety
Title: "An Act relating to boating safety..." BRU: Fish & Wildlife Protection
Sponsor: Senator Sturgulewski Component: Boating & Water Safety
Requestor: Senate State Affairs

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

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	168.5	376.1	376.1	376.1	376.1	376.1
TRAVEL	13.0	29.5	29.5	29.5	29.5	29.5
CONTRACTUAL	75.0	171.5	171.5	171.5	171.5	171.5
SUPPLIES	22.9	54.0	54.0	54.0	54.0	54.0
EQUIPMENT	168.2	51.0	17.5	17.5	17.5	17.5
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	447.6	682.1	648.6	648.6	648.6	648.6

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
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REVENUE	249.0	498.0	530.0	530.0	530.0	530.0
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FUNDING: (Thousands of Dollars)

GENERAL FUND	247.6	432.1	398.6	398.6	398.6	398.6
FEDERAL FUNDS	200.0	250.0	250.0	250.0	250.0	250.0
OTHER						
TOTAL	447.6	682.1	648.6	648.6	648.6	648.6

POSITIONS:

FULL-TIME	4	4	4	4	4	4
PART-TIME	10	12	12	12	12	12
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

This bill would establish boating safety, boating accident, and boat numbering requirements for the state. The responsibility for implementing and enforcing this law would be with the Department of Public Safety's Division of Fish and Wildlife Protection. The administrative headquarters for this new "Boating Safety Section" would be in Anchorage.

(continued on page 2)

Prepared by: Gretchen Pence, Special Assistant Phone: 465-4322
Division: Commissioner's Office Date: 12/12/89
Approved by Commissioner: G.A. H. English Date: 12-13-89
Agency: Department of Public Safety Page 1 of 15

RECEIVED
12/13/89

LEGISLATIVE FINANCE

Department of Public Safety

CONTINUATION OF FISCAL NOTE ANALYSIS
FOR CSSB 111 (SA)

In order to implement this bill, the Department would hire a total of 16 new employees (4 full-time and 12 part-time). These positions are: Education Specialist I, Publication Specialist I, Clerk Typist II, two Data Processing Clerks, Accounting Clerk, and 10 Compliance Officers (seasonal safety and enforcement officers; eight of the Compliance Officers will be hired the first year, and an additional two [Soldotna] the second year).

The equipment costs for vessel purchases are one-time costs; these costs are spaced over two years because the Compliance Officers will be hired over two years. Equipment start-up costs also include vehicles and radios.

Office space for the "Boating Safety Section" will come from current facilities; utilities, communications, travel, commodities, and office equipment needs are estimated for each position.

The boating safety and boat numbering program will be self-supporting; the revenues received from vessel registration will be greater than the general fund appropriation. In fact, beginning the second year of the program, it will generate approximately \$65.0 in additional revenues, and up to \$130.0 in future years.

All costs in this fiscal note assume a start-up date of January 1, 1991.

I. Restricted

Anticipate \$200.0 in federal funds for the first year, and approximately \$250.0 for subsequent years. Federal grant award monies can fund no more than 50% of the total appropriation. The above stated numbers are the maximum anticipated to be available.

II. Unrestricted Revenues (see chart on page 3)

Vessel Registrations

U L I

R S

SENATE COMMITTEE REPORT

FURTHER

2/9/89

DATE TURNED INTO OFFICE 1/31/90

Mr. President:

Finance

Committee considered SB 112

exempting farming from the business license requirement

and recommended

- replace with _____ CS _____) same title
- or adopt _____ CS _____) new title
- attached amendment(s) and technical title change (HB only)
- _____ letter of intent adopted

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

FISCAL NOTE(S) zero fiscal impact appropriation no FN
 new ^{updated} updated previous
 same as previous fiscal note(s) published _____

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

[Signature]
[Signature]
[Signature] (DO PASS)

[Signature] No Rec
[Signature] No Rec
[Signature] No Rec

[Signature] DO PASS
 Co-Chairman signature and recommendation

Committee Backup attached

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: An Act exempting farming from the business license requirement.
Sponsor: Senator Kerttula
Requestor: Senate Labor & Commerce

Agency Affected: Commerce & Economic Dev.
BRU: Occupational Licensing
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

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

REVENUE	0	0	0	0	0	0
----------------	----------	----------	----------	----------	----------	----------

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

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

ANALYSIS : (Attach a separate page if necessary)

Prepared by: Jennifer Strickler, Administrative Officer
Division: Occupational Licensing

Phone: 465-2144
Date: January 20, 1989

Approved by Commissioner: Larry Mercuri/eff
Agency: Commerce and Economic Development

Date: 1/21/89

Distribution (by preparer):

Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)

Lack of fiscal impact
would continue beyond
1996. 1/31/90 JFC/jm

1 IN THE SENATE

BY KERTTULA

2

SENATE BILL NO. 112

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

SIXTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act exempting farming from the business license
7 requirement."

8

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

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* Section 1. AS 43.70.110 is amended to read:

10

Sec. 43.70.110. DEFINITIONS. In this chapter, unless the con-
11 text otherwise requires,

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(1) "business" includes all activities or acts, personal,
professional, or corporate, engaged in or caused to be engaged in, or
following or engaging in a trade, profession, or business, including
receipts from advertising services, rental of personal or real proper-
ty, construction, processing, or manufacturing, but excluding farming,
fisheries businesses, fishermen, liquor licenses, insurance busi-
nesses, mining, and coin-operated amusement and gaming machines,
calling or vocation, with the object of financial or pecuniary gain,
profit or benefit, either direct or indirect, and not exempting subac-
tivities producing marketable commodities or services used or consumed
in the main business activity, each of which subactivities shall be
considered business; the giving or supplying of services as an em-
ployee and the furnishing of property, services, substances, or
things, by a person who does not represent to be regularly engaging in
those transactions, does not constitute business under the meaning of
this chapter;

(2) "commissioner" means the commissioner of commerce and
economic development;

1 (3) "department" means the Department of Commerce and
2 Economic Development;

3 (4) "person" includes an individual, firm, partnership,
4 joint venture [ADVENTURE], association, corporation, estate trust,
5 business trust, receiver, or any group or combination acting as a
6 unit.



Official Business

Alaska State Legislature

Senate

P.O. BOX V
State Capitol
Juneau, Alaska 998

POSITION STATEMENT OF SENATOR JAY KERTTULA ON SB112
(FARMING EXEMPTION FROM BUSINESS LICENSE REQUIREMENT)
FEBRUARY 8, 1989

The Alaska Business License Act (AS 43.70 et seq) imposes taxes on Alaskan businesses as a condition of doing business. The purpose of the act is not to regulate but to generate revenue to the State.

In most cases the tax imposed is nominal (\$25/year); at times, however, it has been a significant percentage of net business income (for example, the 7% banking and savings and loan tax, repealed in 1984).

Historically, farming and some other types of businesses have been exempted from business license taxation. Recent legal analysis suggests that the practice of exempting farm operations is not consistent with the existing statutory scheme. SB112 will correct the statute to make it consistent with traditional practice.

It should be noted in support of the proposed bill that although the financial consequences of imposing a mandatory business tax on Alaska farmers would not be significant at the current rate of taxation, it is philosophically inconsistent with the trend of Alaska legislation to favor producers of local products whenever it is constitutionally and financially permissible to do so. Most other states specifically exempt farming operations from business licensing/taxation requirements-- typical examples being the states of Washington, Missouri, Minnesota, and New Jersey. One of the most obvious justifications for such an exemption is that it is not to a state's economic advantage to tax local produce twice-- once at production level and again at wholesale and retail outlets-- when imported produce is taxed only at the wholesale/retail end. Without an exemption, there is actually a disincentive created by a business license tax that operates in favor of producers in other states and against local farmers.

It should be noted also that most local farmers (about 450-- more than half) voluntarily pay the business license tax because for a very nominal price, it affords them easy access to wholesale businesses which typically require a business license as a condition of purchasing. This trend will undoubtedly continue as long as the tax is nominal.

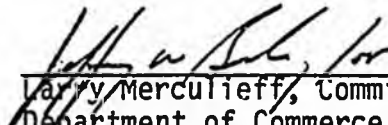
Nonetheless, in order to continue current practice and minimize the risk of placing local producers at a competitive disadvantage because of a mandatory taxation scheme from which agricultural producers in other states are normally exempt, SB 112 should be passed.

SB 112: An Act exempting farming from the business license requirement.

The bill proposes to exempt farming from the Alaska business license requirement. Although licensing requirements have not been enforced on farmers who commercially sold their products, current regulations do not exempt commercial farmers/farms from having to hold a business license. Many of the regulations are no longer applicable since they referenced a tax liability which has been long since removed; 15 AAC 70.080 entitled "Farmers," which succinctly states, "Farmers not liable under the Alaska Business License Act" clearly references a tax liability exemption, and not an exemption for the need to hold a business license. Farmers have been incorrectly exempted from the business licensing requirement for some years.

The department feels that the requirement for farmers to obtain business licenses is, above all else, an equity issue. Any person engaging in a business in the state is first required to have a business license. Some 51,000 businesses are licensed in the state; farmers who sell their products, goods and services commercially should also be licensed.

In the absence of a statutory amendment as proposed in the bill, the department intends to require the farming community to meet the business licensing requirement.


Larry Mercurieff, Commissioner
Department of Commerce and
Economic Development

Date: 1/27/89

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TR/O SFC 2-23-89

A/B

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: CSSB 117 (SA)
PUBLISH DATE: _____

FISCAL NOTE

REQUEST:

Revision Date: 2/13/89
Title: An Act relating to special request university license plates.
Sponsor: Senator Duncan
Requestor: Senate State Affairs

Agency Affected: Public Safety
BRU: Motor Vehicles
Component: Field Services
Vehicle Services

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

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL	-0-	8.1	1.4	1.4	1.4	1.4
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	8.1	1.4	1.4	1.4	1.4

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
---------	-----	-----	-----	-----	-----	-----

REVENUE	-0-	60.0	11.3	11.3	11.3	11.3
---------	-----	------	------	------	------	------

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	8.1	1.4	1.4	1.4	1.4
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	8.1	1.4	1.4	1.4	1.4

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

See page 2

RECEIVED
FEB 15 1989

LEGISLATIVE FINANCE

Prepared by: Bill Brown
Division: Motor Vehicles

Phone: 465-4335
Date: 2/13/89

Approved by Commissioner: J.A.H. Arthur English
Agency: Department of Public Safety

Date: 2-14-89

Analysis:

The figures used for this fiscal note are strictly estimates as we have no idea how many people will request the university plates.

It is estimated that in FY90 the following number of plates will be requested:

UAA - 600; UAF - 400; and UAS - 200; for a total of 1,200

In FY91 and subsequent years it is estimated there will be 100 new requests for UAA; 75 new requests for UAF; and 50 new requests for UAS; for a total of 225 new requests each fiscal year. The language in Section 2 of the bill indicates it is the intent of the committee that the expense of the program be paid from the additional revenues. Since all the revenues go to the general fund, the appropriation must be made by the legislature.

CONTRACTUAL

1,200 special request plates @ 5.00 per set	6.0
Postage for mailing @ \$1.76 per set x 1,200	<u>2.1</u>
	8.1

REVENUE

It should again be emphasized these are rough estimates only, as we have no idea how many people will request the university license plates.

1,200 special request university plates @ \$50 each for FY90 = \$60.0
225 special request university plates @ \$50 each for FY91 and subsequent years \$11.3 annually.

Original sponsor: Duncan

1 IN THE SENATE BY THE STATE AFFAIRS COMMITTEE
2 CS FOR SENATE BILL NO. 117 (State Affairs)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 SIXTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to special request university li-
7 cense plates."

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

9 * Section 1. AS 28.10.181 is amended by adding a new subsection to
10 read:

11 (o) Special request university plates. Upon application by the
12 owner of a passenger vehicle, noncommercial van or pick-up truck, or
13 motor home, the department may design and issue registration plates
14 representing the state university campuses, University of Alaska
15 Anchorage, University of Alaska Fairbanks, or University of Alaska
16 Southeast. The department may disapprove the issuance of registration
17 plates under this subsection when the requested plates are a duplica-
18 tion of an existing registration.

19 * Sec. 2. AS 28.10.421(d) is amended by adding a new paragraph to read:

20 (15) special request university plates.....\$50
21 plus the fee required for that vehicle under (b)(1) or (2) of this
22 section; the fee required by this paragraph shall be collected only on
23 the first issuance and on the replacement of special request plates;
24 the commissioner of administration shall separately account by univer-
25 sity campus designation for the fees received under this paragraph
26 that the department deposits in the general fund; the annual estimated
27 balance in the accounts that is in excess of the cost of issuing
28 special request university plates may be appropriated by the legisla-
29 ture for the support of programs at each campus.

Alaska State Legislature



SENATOR JIM DUNCAN

P. O. Box V JUNEAU, ALASKA 99811-3100

(907) 465-4766

COMMITTEES:
FINANCE
VICE CHAIR -
HEALTH EDUCATION
& SOCIAL SERVICES
BUDGET & AUDIT
BANKING &
ECONOMIC
DEVELOPMENT

MEMORANDUM

To: Senator Rick Uehling, Co-Chairman
Senate Finance Committee

From: Senator Jim Duncan

Subject: Requesting a hearing for SB 117

Date: February 20, 1989

Please find attached information concerning Senate Bill 117, "An act relating to special request University License Plates."

Please schedule a hearing for this bill before Senate Finance Committee at your earliest convenience. Please contact Mike Young of my staff if you need any additional information.

*Rick - I understand SB 117
is scheduled for a hearing on
Thursday - Thanks
Jim*

BY SENATOR DUNCAN

SENATE BILL 117

"An Act relating to motor vehicle special request license plates."

Section 1.

Provides for the design and issue of special license plates containing three letters and three numbers. The three letters will be representative of the three main campuses of the University of Alaska, "UAA," "UAF," or "UAS."

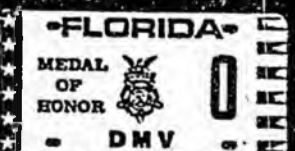
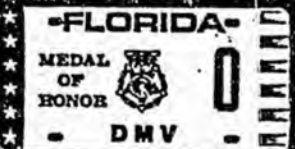
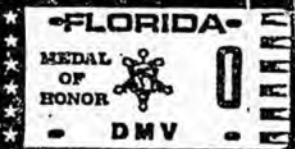
Section 2.

Provides that these special plates will cost \$50. more than the normal license plate. In addition the Commissioner of Administration shall separately (by three letter campus representation) account for the additional fees paid for these special license plates. Amounts equivalent to that accounted for by each of the three types of license plates may then be appropriated by the legislature or the support of programs at each respective campus of the University.



49. State Agencies: Certain state agencies are issued tags containing a two or three letter agency prefix followed by four numbers (sample above). The agencies and agency prefixes are:

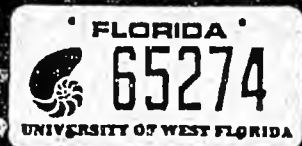
- ACS-Department of Agriculture and Consumer Services
- DC-Department of Corrections
- DDL-Division of Driver Licenses
- DMV-Division of Motor Vehicles
- DNR-Department of Natural Resources
- DOT-Department of Transportation
- FHP-Florida Highway Patrol
- FMP-Florida Marine Patrol
- GFC-Florida Game and Fresh Water Fish Commission
- LES-Department of Labor and Employment Security
- PSC-Public Service Commission



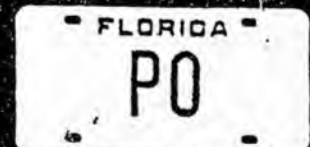
50. Medal of Honor: Issued free to any United States citizen who is a resident of Florida and who was awarded the Medal of Honor while serving as a member of the United States Armed Forces.



51. Challenger License Plate: Issued to commemorate the astronauts who died when the space shuttle Challenger exploded in 1986. The Challenger license plate is available on request.



52. Collegiate License Plate: Authorized to raise scholarship funds for the nine state universities. Also authorized for private universities if sufficient demand. Available on request.



53. Emergency Service Special Registration Plate: Issued for the front of any motor vehicle owned by a certified emergency medical technician, certified paramedic, firefighter, law enforcement officer, or emergency management personnel.

A/B

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: CSSB 117(SA) Draft
PUBLISH DATE: _____

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: An Act relating to special
request university license plates.
Sponsor: Senator Duncan
Requestor: Senate State Affairs

Agency Affected: Public Safety
BRU: Motor Vehicles
Component: Field Services
Vehicle Services

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

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL	-0-	8.1	1.4	1.4	1.4	1.4
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	8.1	1.4	1.4	1.4	1.4

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
---------	-----	-----	-----	-----	-----	-----

REVENUE	-0-	60.0	11.3	11.3	11.3	11.3
---------	-----	------	------	------	------	------

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	8.1	1.4	1.4	1.4	1.4
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	8.1	1.4	1.4	1.4	1.4

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

See page 2
RECEIVED
FEB 13 1989

LEGISLATIVE FINANCE

Jm
2/10/89

Prepared by: Bill Brown
Division: Motor Vehicles

Phone: 465-4335
Date: 02/10/89

Approved by Commissioner: DAH Arthur English
Agency: Department of Public Safety

Date: 2-10-89

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Analysis:

The figures used for this fiscal note are strictly estimates as we have no idea how many people will request the university plates.

It is estimated that in FY90 the following number of plates will be requested:

UAA - 600; UAF - 400; and UAS - 200; for a total of 1,200

In FY91 and subsequent years it is estimated there will be 100 new requests for UAA; 75 new requests for UAF; and 50 new requests for UAS; for a total of 225 new requests each fiscal year. The language in Section 2 of the bill indicates it is the intent of the committee that the expense of the program be paid from the additional revenues. Since all the revenues go to the general fund, the appropriation must be made by the legislature.

CONTRACTUAL

1,200 special request plates @ 5.00 per set	6.0
Postage for mailing @ \$1.76 per set x 1,200	<u>2.1</u>
	8.1

REVENUE

It should again be emphasized these are rough estimates only, as we have no idea how many people will request the university license plates.

1,200 special request university plates @ \$50 each for FY90 = \$60.0
225 special request university plates @ \$50 each for FY91 and subsequent years \$11.3 annually.

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: An Act relating to special request university license plates.
Sponsor: Senator Duncan
Requestor: Senator Duncan

Agency Affected: Public Safety
BRU: Motor Vehicles
Component: Field Services Vehicle Services

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

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL	-0-	6.4	1.2	1.2	1.2	1.2
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	6.4	1.2	1.2	1.2	1.2

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
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REVENUE	-0-	60.0	11.3	11.3	11.3	11.3
---------	-----	------	------	------	------	------

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	6.4	1.2	1.2	1.2	1.2
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	6.4	1.2	1.2	1.2	1.2

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary)

See page 2.

received
1-25-89

Prepared by: Bill Brown
Division: Motor Vehicles

Phone: 465-4335
Date: 1/18/89

Approved by Commissioner: Arthur English
Agency: Department of Public Safety

Date: 1-24-89

SB 117

Analysis:

The maximum number of license plates available representing each university campus will be 999. The figures used for this fiscal note are strictly estimates as we have no idea how many people will request the university plates.

It is estimated that in FY90 the following number of plates will be requested:

UAA - 600; UAF - 400; and UAS - 200; for a total of 1,200

In FY91 and subsequent years it is estimated there will be 100 new requests for UAA; 75 new requests for UAF; and 50 new requests for UAS; for a total of 225 new requests each fiscal year. After FY94 there would be few if any plates available for UAA.

CONTRACTUAL

1,200 special request plates @ \$3.55 per set	4.3
Postage for mailing @ \$1.76 per set x 1,200	<u>2.1</u>
	6.4

REVENUE

It should again be emphasized these are rough estimates only, as we have no idea how many people will request the university license plates.

1,200 special request university plates @ \$50 each for FY90 = \$60.0

225 special request university plates @ \$50 each for FY91 and subsequent years through FY94 - \$11.3 annually.

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: "An Act Relating to Special
Request University License Plates"
Sponsor: Duncan
Requestor: _____

Agency Affected: University of Alaska
BRU: UAA, UAF, UAS
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL						
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REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
---------	-----	-----	-----	-----	-----	-----

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

Special request license plates for individuals will not impact University operations. The Department of Motor Vehicles will implement, monitor and issue the special license plates.

Prepared by: Marsha Hubbard *Marsha Hubbell* Phone: 474-7593
Division: Statewide Budget Office Date: 2/20/89

Approved by Commissioner: Brian Rogers *B. Rogers* Date: 2/20/89
Agency: University of Alaska

Distribution (by preparer):

Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)

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FEB 28 1989

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HOUSE COMMITTEE REPORT

(11)

Date Referred: April 19, 1989

FURTHER REFERRALS:

Date of Committee Action: 5/2/89

The FINANCE Committee considered:

CSSB 117(SA)

CS FOR SENATE BILL NO. 117 (State Affairs):

[UNIVERSITY LICENSE PLATES]

"An Act relating to special request university license plates."

RECOMMENDATIONS:

- [] be replaced with HCS SB 117 (Trsp) [] the same title
- [] have attached amendment(s) [] a new title
- [] do pass
- [] do not pass
- [] no recommendation
- [] individual recommendations
- [] additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(s):
(Dept)

APPROVES PREVIOUS: (Date/Dept)

- [] fiscal impact _____ [] fiscal note(s) Pub Saf. 2/16/89
- [] zero fiscal note _____ [] zero fiscal note(s) _____
- [] zero with analysis _____ [] zero fn/analysis _____

SIGNING DO PASS:

SIGNING:
(Check approp. column)

Do Not Pass No Rec Amend

Atko Koponen Koponen
Barald Larson Larson
James Barnes Barnes

Name	Do Not Pass	No Rec	Amend
<u>Key Wallis</u> Wallis		<input checked="" type="checkbox"/>	
<u>Tom Hoffman</u> Hoffman	<input checked="" type="checkbox"/>		
<u>W. E. Phillips</u> Phillips	<input checked="" type="checkbox"/>		
<u>Tom Kieger</u> Kieger		<input checked="" type="checkbox"/>	
<u>Dick Shultz</u> Shultz		<input checked="" type="checkbox"/>	
<u>Jay Brown</u> Brown	<input checked="" type="checkbox"/>		

CO- Tom Hoffman
 Chairman's Signature
 CO- Barald Larson

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: HCSCSSB 117 (Tran)
PUBLISH DATE: _____

FISCAL NOTE

REQUEST:

Revision Date: 05/01/89
Title: An Act relating to special request university license plates
Sponsor: Senator Duncan
Requestor: House Finance

Agency Affected: Public Safety
BRU: Motor Vehicles
Component: Field Services
Vehicle Services

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

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL	-0-	8.6	1.9	1.4	1.4	1.9
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	8.6	1.9	1.4	1.4	1.9

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
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REVENUE	-0-	62.5	12.0	12.0	12.0	12.0
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FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	8.6	1.9	1.4	1.4	1.9
FEDERAL FUNDS	-0-	-0-	-0-	-0-	-0-	-0-
OTHER	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL	-0-	8.6	1.9	1.4	1.4	1.9

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary)

See Page 2

Prepared by: Bill Brown
Division: _____

Phone: 465-4335
Date: 05/01/89

Approved by Commissioner: D. H. Arthur English
Agency: Department of Public Safety

Date: 5-1-89

Analysis:

The figures used for this fiscal note are strictly estimates as we have no idea how many people will request the university plates.

It is estimated that in FY90 the following number of plates will be requested:

UAA - 600; UAF - 400; UAS - 200; and PWSCC - 50; for a total of 1,250

In FY91 and subsequent years it is estimated there will be 100 new requests for UAA; 75 new requests for UAF; 50 new requests for UAS; and 15 new requests for PWSCC; for a total of 240 new requests each fiscal year. The language in Section 2 of the bill indicates it is the intent of the committee that the expense of the program be paid from the additional revenues. Since all the revenues go to the general fund, the appropriation must be made by the legislature.

Plates must be purchased in quantities of 50. Therefore, license plates for Prince William Sound Community College will be purchased in FY90, 91, and 94 for this fiscal note. With the lower volume of plates, the cost is also greater, thus PWSCC plates are listed as \$7.00 per set, and other university plates are listed as \$5.00 per set.

CONTRACTUAL

1,200 special request plates @ \$5.00 per set	6.0
50 special request plates @ \$7.00 per set	.4
Postage for mailing @ \$1.76 per set x 1,250	<u>2.2</u>
	8.6

REVENUE

It should again be emphasized these are rough estimates only, as we have no idea how many people will request the university license plates.

1,250 special request university plates @ \$50 each for FY90 = \$62.5
240 special request university plates @ \$50 each for FY91 and subsequent years \$12.0 annually.

Original sponsors: Duncan, Uehling,
and Szymanski

1 IN THE SENATE BY THE TRANSPORTATION COMMITTEE

2 HOUSE CS FOR CS FOR SENATE BILL NO. 117 (Transportation)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to special request university li-
7 cense plates."

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

9 * Section 1. AS 28.10.181 is amended by adding a new subsection to
10 read:

11 (o) Special request university plates. Upon application by the
12 owner of a passenger vehicle, noncommercial van or pick-up truck, or
13 motor home, the department may design and issue registration plates
14 representing the University of Alaska Anchorage, University of Alaska
15 Fairbanks, University of Alaska Southeast, or Prince William Sound
16 Community College. The department may disapprove the issuance of
17 registration plates under this subsection when the requested plates
18 are a duplication of an existing registration.

19 * Sec. 2. AS 28.10.421(d) is amended by adding a new paragraph to read:

20 (15) special request university plates.....\$50
21 plus the fee required for that vehicle under (b)(1) or (2) of this
22 section; the fee required by this paragraph shall be collected only on
23 the first issuance and on the replacement of special request plates;
24 the commissioner of administration shall separately account by univer-
25 sity campus designation for the fees received under this paragraph
26 that the department deposits in the general fund; the annual estimated
27 balance in the accounts that is in excess of the cost of issuing
28 special request university plates may be appropriated by the legisla-
29 ture for the support of programs at each campus.

BY SENATOR DUNCAN

SENATE BILL 117

"AN ACT RELATING TO MOTOR VEHICLE SPECIAL REQUEST LICENSE PLATES."

SECTION 1.

PROVIDES FOR THE DESIGN AND ISSUE OF SPECIAL LICENSE PLATES WITH UNIVERSITY OF ALASKA ANCHORAGE, UNIVERSITY OF ALASKA FAIRBANKS OR UNIVERSITY OF ALASKA SOUTHEAST EMBLAZONED ACROSS THE BOTTOM. THE LICENSE PLATES WILL BE ISSUED THE SAME AS REGULAR LICENSE PLATES - THEY WILL NOT HAVE TO BE SPECIAL ORDERED.

SECTION 2.

PROVIDES THAT THESE SPECIAL PLATES WILL COST \$50. MORE THAN THE NORMAL LICENSE PLATES. IN ADDITION THE COMMISSIONER OF ADMINISTRATION SHALL SEPERATELY (BY CAMPUS) ACCOUNT FOR THE ADDITIONAL FEES PAID FOR THESE SPECIAL LICENSE PLATES. AMOUNTS EQUIVALENT TO THAT ACCOUNTED FOR BY EACH CAMPUS DESIGNATION MAY THEN BE APPROPRIATED BY THE LEGISLATURE FOR THE SUPPORT OF PROGRAMS AT EACH RESPECTIVE CAMPUS OF THE UNIVERSITY.

STATE OF ALASKA
1989 LEGISLATIVE SESSION

BILL VERSION: CSSB 117 (SA)
PUBLISH DATE: _____

FISCAL NOTE

REQUEST:

Revision Date: 2/13/89
Title: An Act relating to special request university license plates.
Sponsor: Senator Duncan
Requestor: Senate State Affairs

Agency Affected: Public Safety
BRU: Motor Vehicles
Component: Field Services
Vehicle Services

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

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL	-0-	8.1	1.4	1.4	1.4	1.4
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	8.1	1.4	1.4	1.4	1.4

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
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REVENUE	-0-	60.0	11.3	11.3	11.3	11.3
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FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	8.1	1.4	1.4	1.4	1.4
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	8.1	1.4	1.4	1.4	1.4

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

See page 2

Prepared by: Bill Brown
Division: Motor Vehicles

Phone: 465-4335
Date: 2/13/89

Approved by Commissioner: Arthur English
Agency: Department of Public Safety

Date: 2-14-89

Analysis:

The figures used for this fiscal note are strictly estimates as we have no idea how many people will request the university plates.

It is estimated that in FY90 the following number of plates will be requested:

UAA - 600; UAF - 400; and UAS - 200; for a total of 1,200

In FY91 and subsequent years it is estimated there will be 100 new requests for UAA; 75 new requests for UAF; and 50 new requests for UAS; for a total of 225 new requests each fiscal year. The language in Section 2 of the bill indicates it is the intent of the committee that the expense of the program be paid from the additional revenues. Since all the revenues go to the general fund, the appropriation must be made by the legislature.

CONTRACTUAL

1,200 special request plates @ 5.00 per set	6.0
Postage for mailing @ \$1.76 per set x 1,200	<u>2.1</u>
	8.1

REVENUE

It should again be emphasized these are rough estimates only, as we have no idea how many people will request the university license plates.

1,200 special request university plates @ \$50 each for FY90 = \$60.0
225 special request university plates @ \$50 each for FY91 and subsequent years \$11.3 annually.