

ALASKA LEGISLATURE COMMITTEE FILES 1995-1996 8672

9080 SENATE TRANSPORTATION

571

INTRODUCTION

Reconnaissance design of vessels for the Prince of Wales Island Ferry Project has been prepared by Elliott Bay Design Group, naval architects and marine engineers, of Seattle, Washington. Reconnaissance design of terminals has been prepared by Peratrovich, Nottingham and Drage, consulting engineers of Juneau, Alaska.

This work was done for the City of Craig, Alaska with funding by the U.S. Department of Transportation, Federal Highway Administration and the State of Alaska, Department of Transportation and Public Facilities, under Project No. 75472.

Reconnaissance design was prepared pursuant to the conclusions and recommendations of the *Project Plan: Kasaan Bay and Whale Pass Ferries*⁴, prepared for the City of Craig in 1994.

In the course of the project, the consultants and representatives of the City of Craig met with citizens and community groups in Ketchikan, Craig, Klawock, Hollis, Thorne Bay, Coffman Cove, Wrangell and Petersburg, including the City Councils of Craig, Thorne Bay and Wrangell, the Prince of Wales Community Advisory Council (POWCAC), and the Ketchikan, Prince of Wales and Wrangell Chambers of Commerce, as well as the Southeast Conference at its annual meeting in Whitehorse, Y.T.

The project was carried out under the oversight of Dennis Watson, Mayor of the City of Craig, and Tom Briggs, Craig City Administrator. The project was managed for the City by Kent Miller. Harold E. Moeser, Statewide Harbors Engineer, coordinated the project for the Alaska Department of Transportation and Public Facilities.

⁴ City of Craig, Alaska, *Project Plan: Kasaan Bay and Whale Pass Ferries*, prepared by C. L. Cheshire, DePue & Associates, Kent Miller and James A. VanAltvorst, August 1994.

SUMMARY AND CONCLUSIONS

Alaska Marine Highway service was established between Ketchikan and the Prince of Wales Island port of Hollis in 1974. Traffic grew very rapidly through 1984, as service expanded and the Island's road system developed. From 1985 through 1995 average growth of traffic continued at approximately 6.8% annually; however, peak traffic was reached in 1992.

Since 1992, traffic growth has been constrained by the Marine Highway's inability to provide adequate service on a regular and convenient year-around schedule. At the same time, the need for improved ferry service to help diversify the Island's economy and improve residents' lifestyles has become a primary concern of Prince of Wales communities. With improved ferry service, historical growth of traffic is believed capable of resuming, substantially increasing ferry use by both area residents and tourists.

The *Project Plan: Kasaan Bay and Whale Pass Ferries*², prepared for the City of Craig in 1994 recommended two new ferry services: the first - the Kasaan Bay ferry - would replace the current Marine Highway service as the primary year-around link between Prince of Wales and Ketchikan providing an adequate level of essential service on that route. The second - the Whale Pass ferry - would provide a new seasonal connection of Prince of Wales highways to Wrangell and the Mitkof Highway (to Petersburg). Together, the two ferries would develop Prince of Wales as an integral part of Southeast Alaska's north-south transportation corridor. The Prince of Wales terminus of the Whale Pass ferry has been revised to Coffman Cove, based on investigations for the present Reconnaissance Design

The recommended ferries would be identical 196 foot shelter deck vessels, with capacity of 149 passengers and 28 vehicles. The Kasaan Bay ferry would offer twice daily service, 365 days a year between the existing Clark Bay Marine Highway terminal, near Hollis, to a new terminal adjacent to the existing Alaska Marine Highway Terminal in Ketchikan. Between mid-July and the end of August this ferry would make one additional trip each week. For three weeks in April, this vessel would be dry-docked. Limited passenger-only service to Kasaan could be added to this ferry's year around route. In 2002, the initial service level indicated for this ferry

² City of Craig, *Ibid.*

must be increased to accommodate peak month (August) traffic at a monthly vehicle deck load factor less than 95%.

The Coffman Cove ferry would offer one daily trip, six days a week, from May through September, between a new terminal at Coffman Cove, a second new terminal at Mitkof Highway Mile 24 (Blind Slough), and the existing Wrangle City barge ramp. For twenty-one days a year, probably in the spring, this vessel would replace the Kasaan Bay ferry; during the winter it would be dry-docked and would lay up at Clark Bay. In 2005, the initial service level indicated for this ferry must be increased to accommodate peak month (August) traffic at a monthly vehicle deck load factor less than 95%.

The two recommended ferries would be constructed as "large passenger vessels" under U.S. Coast Guard Subchapter "T", as applied to vessels less than 200 foot length, carrying fewer than 150 passengers.

The capital investment required to develop the recommended ferry system is estimated at \$29.2 million, including \$19.2 million for construction of vessels, and \$10 million for construction of three new terminals, improving the Clark Bay terminal, and other capital requirements. Of this sum the Kasaan Bay ferry would require an investment of \$12.9 million, with \$16.2 million for the Coffman Cove ferry.

Sources of capital funds are expected to include a \$4.3 million municipal bond issue, representing a one-third local matching share of funds necessary for the Kasaan Bay Ferry, with a total of \$24.9 million provided by the Federal Highway Administration and State of Alaska.

The Kasaan Bay ferry is recommended for startup in spring 1998, with the Coffman Cove ferry to follow in spring 1999.

A summary of capital investment and operating results of the recommended ferry system for 1999, its recommended first full year of operations, are estimated as follows:

	<u>Kasaan Bay Ferry</u>	<u>Coffman Cove Ferry</u>	<u>Total</u>
Capital Investment	\$12,900,000	\$16,200,000	\$29,200,000
Number of trips per year	740	122	-
Traffic:			
Passengers	82,200	19,300	-
Vehicles	25,100	5,600	-
Annual Revenues	\$3,138,500	\$846,700	\$3,985,200
Annual Costs	<u>2,787,100</u>	<u>822,500</u>	<u>3,609,600</u>
Income Available for Debt Service	351,400	24,200	375,600
Debt Service:			
Interest	258,400	-	258,400
Debt Repayment	<u>56,900</u>	-	<u>56,900</u>
Total	315,300	-	315,300
Net Income	\$ 36,100	\$ 24,200	\$ 60,300

The Kasaan Bay ferry is expected from the outset to pay its operating costs and debt service from earned revenues, using 1996 summer Alaska Marine Highway fares. In its first year the Coffman Cove ferry would cover its operating costs. This ferry's revenues are not estimated at a level that would contribute to debt service, although by 2000 its earnings could be sufficient to improve the system's debt service coverage. The two ferries together would function as a single system, and a substantial percentage of total traffic would use both vessels.

The recommended two ferries would provide year-around employment for 16 deck and engine crew members and seven shoreside personnel, with additional summer employment for five people. These employees' annual wages and salaries would total \$1.3 million. Food and beverage and other retail sales services aboard the vessels are recommended to be operated by a concessionaire. This department would provide additional full-time employment for approximately 10 full-time people and summer employment for three or four part-time people, with annual wages of approximately \$256,000.

It is recommended that crews' residences be on Prince of Wales Island. The Kasaan Bay ferry would provide year-round employment for three crews in the Craig - Klawock - Hydaburg - Hollis area. The Coffman Cove ferry would initially provide about two-thirds of a full year's work for one crew during its five month season; the

remainder of the annual workload for this fourth crew would be on relief of Kasaan Bay ferry crews.

It is reasonable to project that one crew could live in the Coffman Cove area; however, some rotation of crew members between the Clark Bay and Coffman Cove terminals is to be expected, providing for scheduled relief of the Kasaan Bay ferry for maintenance and also to furnish emergency replacements.

The previous Project Plan and the present Reconnaissance Design have developed these two ferries as a single project. It is now recognized that the Kasaan Bay Ferry is an inherently smaller, simpler project than the Coffman Cove Ferry. Its development schedule, on an independent track would be less than two years, contingent primarily on funding; its terminal improvements could be deferred. The Coffman Cove Ferry would require environmental assessments for the new highway-ferry route and its two new terminals. This process would require at least one year; regulatory permitting for the terminals could require an additional year and could involve indefinite delays. Therefore, the alternative of independently scheduling the two ferries' development has been considered. In this alternative, the Kasaan Bay Ferry would initially operate as a single vessel system. A summary of capital investment and operating results for this alternative is as follows, again 1999 is the proforma year.

	Kasaan Bay Ferry Only: <u>Existing Terminals</u> ^a
Capital Investment	\$10,663,000
Number of Trips per Year	708
Traffic:	
Passengers	78,400
Vehicles	23,900
Annual Revenues	2,991,100
Annual Costs	<u>2,645,700</u>
Income Available for Debt Service	345,400
Debt Service:	
Interest	212,600
Debt Repayment	<u>46,900</u>
Total	\$ 259,500
Net Income	\$ 85,900

^a Includes minor improvements of Clark Bay terminal.

These projected operating results indicate the Kasaan Bay Ferry should be capable of functioning alone as a self-supporting independent ferry system. Therefore its expedited development should be considered a practical alternative. Of course, the single-vessel system lacks the redundancy provided by the two-vessel system. It would be more susceptible to unplanned service interruptions, although these could be minimized by a high-quality maintenance and repair program. Every two years the single-vessel system would experience a two-week shutdown for vessel dry docking required to maintain its operating certificate.

The Kasaan Bay Ferry alone would provide year-around employment for 12 deck and engine crew members and seven shoreside personnel, with additional summer employment for two people. These employees' wages and salaries would total \$1.1 million. Again, food and beverage services are recommended to be operated by a concessionaire. Crew residences would be in the Craig-Klawock-Hydaburg-Hollis area.

In the Ketchikan area five potential terminal sites were identified, and a site adjacent to the existing Alaska Marine Highway Terminal was selected. The alternative sites are on the North Tongass Highway at Peninsula Point, and near Knudson Cove. The North Tongass sites minimize steaming time and expense; however the Marine Highway terminal site was selected because of user preference and lower initial development cost.

Terminal sites also have been identified at Coffman Cove and at Blind Slough, near Mile 24 of the Mitkof Highway. These sites are on land owned by the State of Alaska. It is recommended that the ferry system establish its home port at the existing Clark Bay Marine Highway Terminal. At Wrangell, use of the City barge ramp is recommended.

At Clark Bay and Coffman Cove it is recommended that fuel be supplied from the Craig/Klawock area. At Ketchikan and Wrangell weekly it is recommended that the vessel load potable water and discharge solid waste during its normal port calls, these utility services would be provided by the cities of Ketchikan and Wrangell. No support services would be provided at Blind Slough. The vessel would be equipped with a marine sanitation device to process wastewater for discharge underway.

It is recommended that both ferries be developed by a single municipal operating authority, organized under the Municipal Port Authority Act (AS 29.35.600-29.35.73). This authority may be created by one or more municipalities located in the service area; other municipalities may also be included. This authority would be a self-supporting enterprise of the sponsoring municipalities. It would create no general obligation of their revenues or tax base, and would have no taxing powers of its own. It would have very limited governmental powers and extraterritorial operating authority.

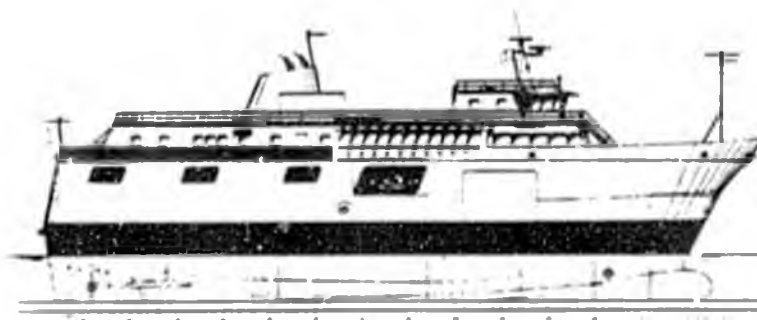
Procedures for establishing this authority are recommended in the *Project Plan: Kasaan Bay and Whale Pass Ferries*, adopted by the City of Craig, in 1994.

Summary of Final Report

Reconnaissance Design of
Passenger/Vehicle Ferry Vessels

PRINCE OF WALES ISLAND FERRY PROJECT

Project No. 75472



Volume 2 of 3

Prepared for:

The City of Craig, Alaska

Prepared By:

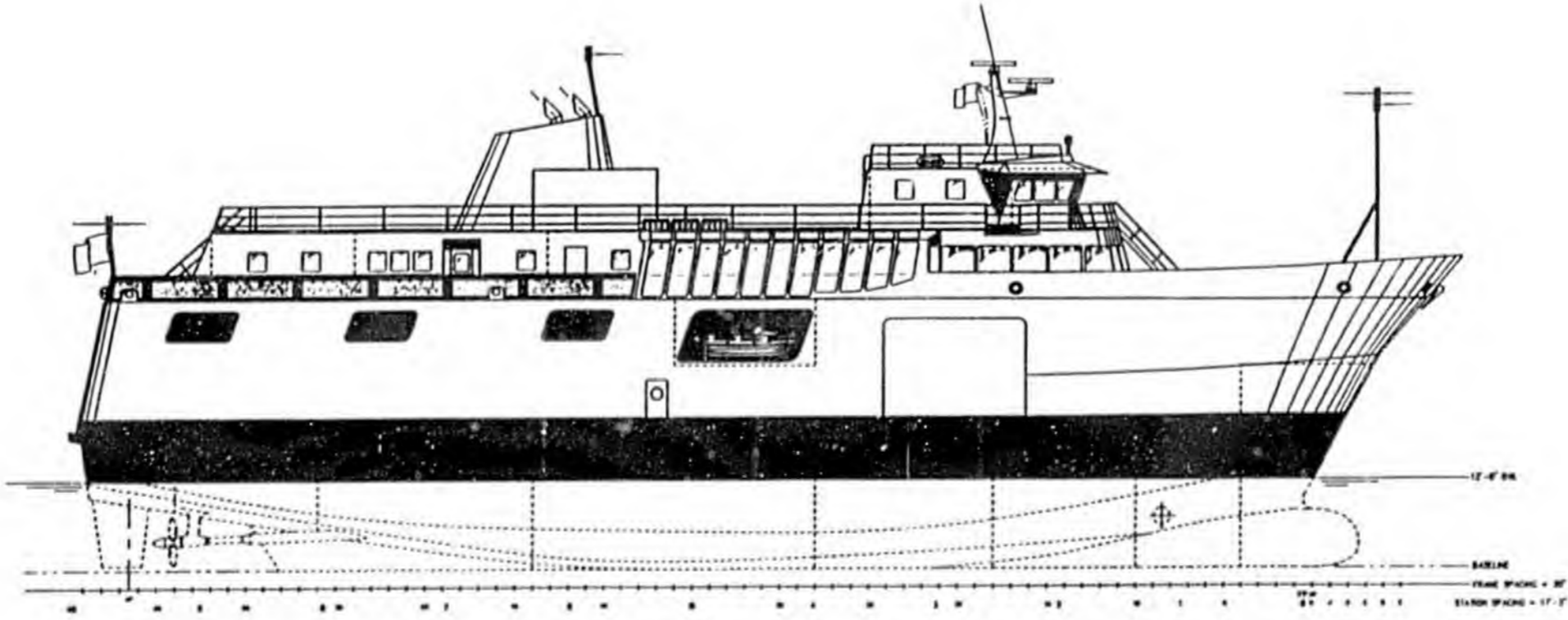
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Seattle, Washington

January 1996

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REVISIONS			
REV	DATE	DESCRIPTION	BY



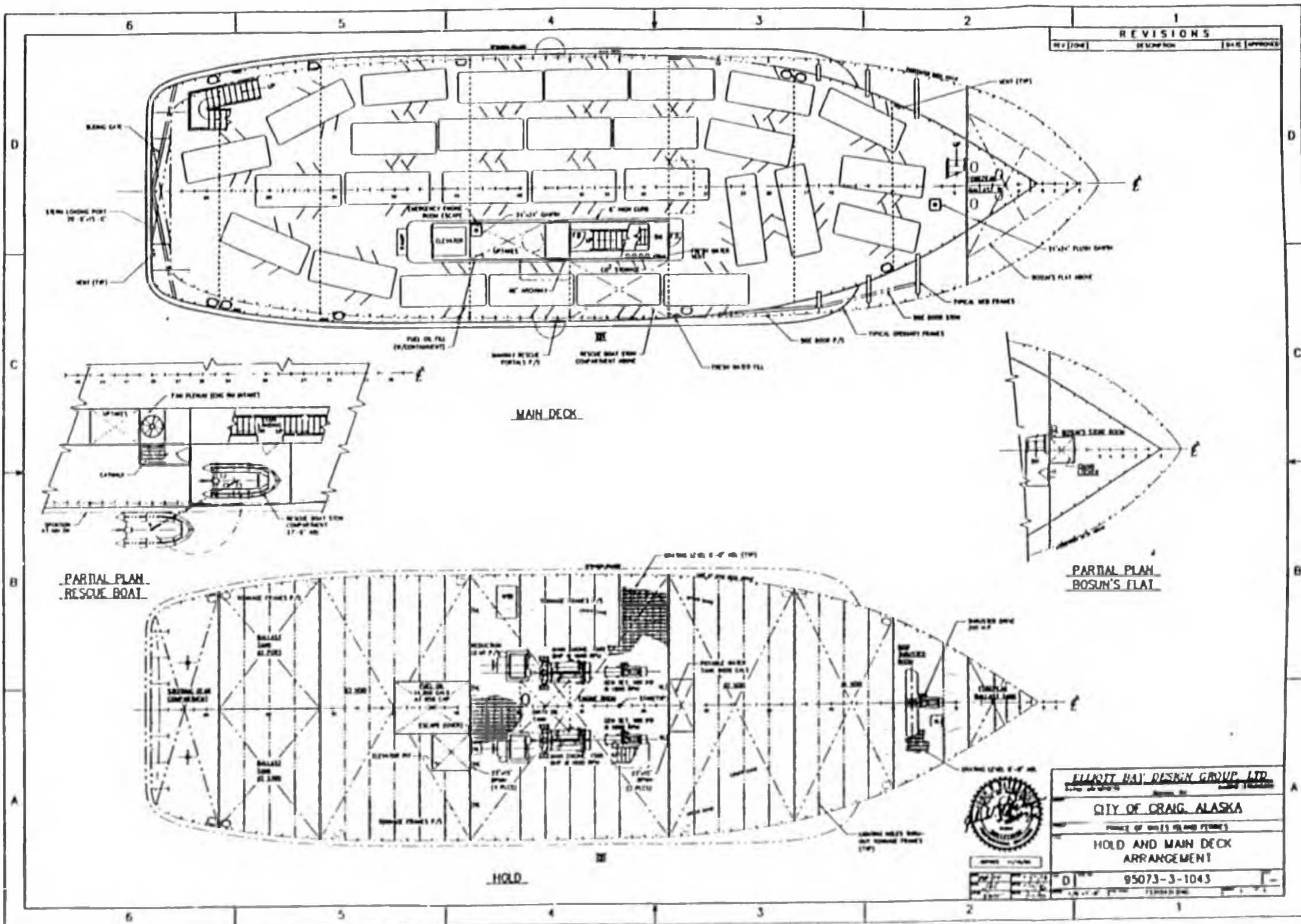
OUTBOARD PROFILE

PARTICULARS

LENGTH OVER ALL	100'-0"
LENGTH BETWEEN PERPENDICULARS	177'-7"
BEAM AT BOW	33'-0"
BEAM AT MIDSHIP	33'-0"
BEAM AT STERN	33'-0"
DRAUGHT AT BOW	10'-0"
DRAUGHT AT MIDSHIP	10'-0"
DRAUGHT AT STERN	10'-0"
DISPLACEMENT	2000 TONS
WATERLINE COEFFICIENT	0.70
BLOCK COEFFICIENT	0.50



ELLIOTT BAY DESIGN GROUP, LTD.	
CITY OF CRAIG, ALASKA	
PRINCE OF WALES ISLAND DISTRICT	
OUTBOARD PROFILE	
DATE	95073-3-1042



REVISIONS		
REV	DATE	DESCRIPTION

MAIN DECK

PARTIAL PLAN
RESCUE BOAT

PARTIAL PLAN
BOSUN'S FLAT

HOLD

ELBERT HAY DESIGN GROUP, LTD.
 ENGINEERS
 CITY OF CRAIG, ALASKA
 PHONE (907) 848-1100
**HOLD AND MAIN DECK
 ARRANGEMENT**
 95073-3-1043

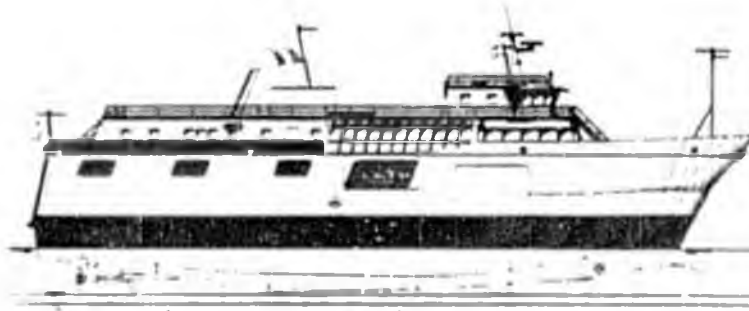


Summary of
Final Report

Reconnaissance Design of
Passenger/Vehicle Ferry Terminals

PRINCE OF WALES ISLAND FERRY PROJECT

Project No. 75472



Volume 3 of 3

Prepared for:

The City of Craig, Alaska

Prepared By:

**Peratrovich, Nottingham & Drage, Inc.
Engineering Consultants
Juneau, Alaska**

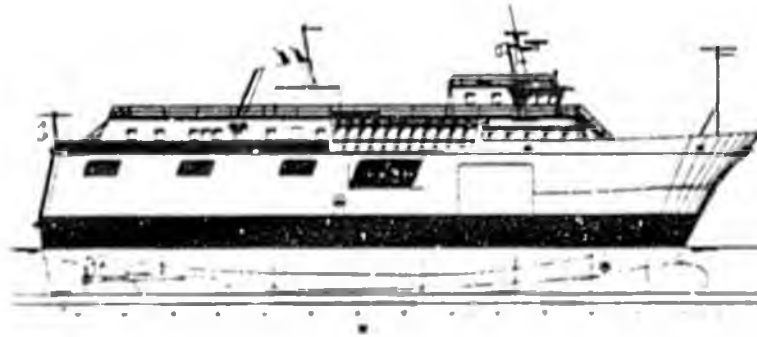
January 1996

Summary of Final Report

Reconnaissance Design of
Passenger/Vehicle Ferry Terminals

PRINCE OF WALES ISLAND FERRY PROJECT

Project No. 75472



Volume 3 of 3

Prepared for:

The City of Craig, Alaska

Prepared By:

**Peratrovich, Nottingham & Drage, Inc.
Engineering Consultants
Juneau, Alaska**

January 1996

Prince of Wales Island Ferry Project

Reconnaissance Design of Passenger/Vehicle Ferry Terminals

January 1996

Introduction

Prince of Wales Island has been recently recognized as one of Alaska's fastest growing communities, but the island's economy is handicapped by inadequate ferry service. In order to address that deficiency, the City of Craig undertook and completed a feasibility study titled Project Plan Kasaan and Whale Pass Ferries. Funding for the feasibility study was provided by the U.S. Federal Highway Administration "Partnership for Transportation Investment" and by the State of Alaska. The feasibility study, which was prepared by C. L. Cheshire, DePue and Associates, Kent Miller and James A. VanAltvorst was completed during August 1994. The study recommended that two new ferry routes providing service to Prince of Wales Island be owned and operated by a local authority. One of the routes would replace the existing Alaska Marine Highways service between Ketchikan and Hollis, and the other would provide first time service between northeastern Prince of Wales Island, Wrangell and Blind Slough south of Petersburg.

In August of 1995, the City of Craig requested proposals to provide a reconnaissance level report for new ferry vessels and new or modified ferry terminals at Kasaan Bay, Coffman Cove or Exchange Cove, Ketchikan, Wrangell and Mitkof Island. On September 15, the City of Craig selected the Elliot Bay Design Group for the vessel concept designs and Peratrovich, Nottingham and Drage (PN&D) for the terminal reconnaissance. PN&D signed a professional services agreement with the City of Craig on September 29, 1995.

The new ferries, as conceived by the Elliot Bay Design Group will be 192 feet in length, 53 feet in width and will draft 12 feet. The vessels are designed to carry 28 cars and 149 passengers. The vessel will have a stern port and a starboard side door located approximately 65 feet aft of the bow. The car deck will be approximately 7 feet above the waterline. Ideal loading/unloading conditions will occur when stern and side loading are alternated.

The following criteria were developed as minimum requirements for terminal sites

1. Access to sheltered water with depths of at least minus 20 feet MLLW and minus 25 feet MLLW desired.
2. Clear and safe seaward approaches with adequate turning basin.

Prince of Wales Island Ferry Project

Reconnaissance Design of Passenger/Vehicle Ferry Terminals

3. Ability to develop practical access to road systems.
4. Ability to develop adequate uplands.
5. Compatible adjacent property uses.

Ketchikan Terminal

A total of 5 locations were considered for the Ketchikan terminal. Alternatives examined include a site adjacent to the south side of the existing Ketchikan Ferry Terminal, Peninsula Point (Mile 5.0 of Tongass Highway), Refuge Cove (Mile 8.6), north of Totem Bight (Mile 10.2), and near Knudson Cove (Mile 15.6). In addition the use of the existing Ketchikan Ferry Terminal, North Berth was considered.

A preliminary site visit evaluation eliminated the three alternatives furthest from Ketchikan, those sites being: Refuge Cove, Totem Bight and Knudson Cove. None of the three had adequate uplands without very expensive filling in submerged areas. All of the sites had grade problems associated with accessing Tongass Highway. Park service personnel were concerned that the Totem Bight site would interfere with the view plane from the monument. During public meetings on Prince of Wales Island these sites were identified as being undesirable due to their distance from downtown Ketchikan.

Peninsula Point, while superior to the sites further out-the-road, is also obviously very expensive to develop. A limited uplands area would require extensive filling of submerged tidelands. Exposed bedrock would present difficulties with pile driving. Access to the site is through an existing seaplane facility. As ferry vehicular traffic would be incompatible with seaplane movements, an alternate access would need to be developed via a new causeway over submerged tidelands to a location adjacent to the existing ADOT/PF Maintenance facility. This alternative was determined to be obviously much more expensive than the location adjacent to the existing ferry terminal.

The property immediately south of and adjacent to the Ketchikan Ferry Terminal is owned by the State of Alaska. The existing uplands has roughly 350 feet of frontage along Tongass Avenue and is 100 feet wide. It is located between Boyer Towing and the Alaska Marine Highways Ferry Terminal. The existing uplands are roughly the same elevation as Tongass Avenue.

An exit road from the AMH ferry terminal roughly bisects the property, and the area to the north of the exit road is currently being utilized for long term parking. The sight

Prince of Wales Island Ferry Project

Reconnaissance Design of Passenger/Vehicle Ferry Terminals

distance to the south along Tongass Avenue is limited by a crest vertical curve, but the sight distance is adequate at the existing exit. While site distance is adequate at the existing exit, an access point near the south boundry of the property would have not have adequate site distance.

The property has direct access to the waters of Tongass Narrows via a basin that has been recently dredged to a minimum depth of minus 25 feet MLLW by ADOT/PF. The Alaska Marine Highways ferry terminal southerly dolphins lie outside and infringe approximately 100 feet in front of the north end of the basin. Predominant winds are aligned with Tongass Narrows in a northwest/southeast direction. The site is protected from severe wave action.

Water, sewer, telephone and electricity utilities are available at the site.

This site was recommended by Alaska Marine Highways for use as a terminal site for the Prince of Wales ferry system.

The proposed ferry slip consists of a line of three breasting dolphins and a mooring dolphin located on the north side of the basin, with two stern breasting dolphins towards shore. The line of dolphins is located to miss the AMH southerly dolphin. The POW ferry ve would back into the basin, against the stern dolphins, for loading/unloading through the stern door. Stern loading in Ketchikan will work well in combination with the existing side loading facility in Hollis. Vehicle and pedestrian transfer will occur via a 16 feet wide by 140 feet long transfer bridge. The transfer bridge will be supported on its seaward end by a float similar to the one at the existing Hollis facility.

Predominant southeast winds in Tongass Narrows will be close to right angles to the berthing alignment, which may cause difficulty docking during storms. Side loading, parallel with the wind, is not practical at this site.

Additional fill over submerged tidelands is necessary in order to possess sufficient room for staging, parking and a terminal building. The uplands fill must be advanced a distance of 70 feet seaward. The proposed concept design provides 19 parking spaces in addition to the 22 parking spaces in the existing AMH long term parking area for a total of 41 spaces. Six hundred linear feet of staging lanes are provided, which will accommodate 30 vehicles. One hundred feet of lane is available for commercial van or trailer parking.

At the facilities' single intersection, one lane entering, one right turn lane exit and one left turn lane exit are provided. Vehicles departing on the ferry would pull directly into

Prince of Wales Island Ferry Project

Reconnaissance Design of Passenger/Vehicle Ferry Terminals

staging lanes upon entering the terminal area. Vehicles dropping off passengers or long term parking would park in the spaces provided. The arrangement of the vessel berth is such that the transfer bridge aligns with the exit lane. Vehicles arriving on the ferry would proceed directly off the transfer bridge to Tongass Avenue. Left and right turn exit lanes will facilitate traffic entering Tongass Avenue.

A 1500 square foot terminal building provides ticket sale space, passenger waiting and bathroom facilities.

Snow removal would be provided by a local contractor.

The estimated capital cost to provide this facility is \$2.3 million.

An alternative would be to use the existing north berth at the AMH ferry terminal and the terminal facilities as well. If priority berthing is available from the Alaska Marine Highway System, the capital costs to construct a new terminal could be eliminated.

Hollis Terminal (Clark Bay)

The existing Alaska Marine Highway ferry terminal at Clark Bay is available and will be utilized for the Prince of Wales ferry system southern route. The existing berth is a side loading facility. The facility is owned by the State of Alaska Department of Transportation and Public Facilities. The terminal has existing road access to the Prince of Wales road system.

The existing facility has electrical service at the site. Water service is provided by a well and a treatment plant and ocean outfall dispose of sewage.

The waters at the terminal are protected and sufficient turning radius is available for vessel maneuvers.

The existing vessel berth was originally designed for LeConte class vessels. The berth consists of a line of breasting dolphins accessed by a transfer bridge that is supported on a float. One dolphin lies to the west of the bridge and five others to the east. The four dolphins adjacent to the transfer bridge are accessed via catwalk from the float at the end of the transfer bridge. The fifth dolphin was added as a mooring point for larger, Matinaska class vessels. While a breasting fender was not included with the fifth dolphin when constructed, it was designed to function as a breasting dolphin with the addition of a fender. The water depth at the existing terminal is in excess of minus 25 feet MLLW.

Prince of Wales Island Ferry Project

Reconnaissance Design of Passenger/Vehicle Ferry Terminals

The facility will continue to function with the new Prince of Wales ferry much as it has with Alaska Marine Highways operations. The vessel will load/unload through a starboard side door.

During lay-up periods, the northern route ferry will lay astern of the loading/unloading berth. In order to provide a second berth, a breasting fender will be added to the outermost dolphin. In addition a new catwalk will connect the outer dolphin to the others.

The existing terminal building is inadequate for the new system operation. Therefore a new terminal building must be constructed. The new building will contain office space, as well as a ticketing office, waiting room and bathroom facilities. In addition the building will contain warehousing for ships supplies and parts, and a mechanics shop and car-port space for a pick-up with a snow plow.

Snow removal will be accomplished by terminal personnel using a pickup truck with a snow plow.

Sewage disposal will be accommodated by the existing package treatment plant with ocean outfall. The existing water system will be utilized. Telephone service will be by way of cellular telephone.

The estimated cost of improvements at the Hollis site is \$700,000.

Coffman Cove

Two sites on Prince of Wales Island were evaluated for the northern run: Exchange Cove and Coffman Cove.

Exchange Cove lies approximately 12 miles northwest of Coffman Cove along the shoreline, but 39 miles by road. Exchange Cove is an isolated site with no existing communities nearby. Water, sewer and electric utilities are not available at Exchange Cove and would have to be developed. Exchange Cove is located at a stricture in Clarence Strait between Zarembo Island and Prince of Wales Island. Located in the restriction are several smaller islands including Brushy Island, Shrubby Island, Exchange Island and a number of even smaller islands and rocks. Tidal exchange through the restriction results in swift currents in the vicinity. In addition, numerous hazards and rocks exist near the entrance to Exchange Cove.

In contrast, the Coffman Cove site is located within the community of Coffman Cove where water, sewer, telephone and electricity are available. Workers living in Coffman

Prince of Wales Island Ferry Project

Reconnaissance Design of Passenger/Vehicle Ferry Terminals

Cove are available to operate the terminal. Coffman Cove is well protected from wave action, and access through Stikine Straight to Wrangell and Blind Slough is clear of hazards. Based on the above, Coffman Cove has been selected as the northern Prince of Wales terminal location.

The terminal site is located inside Coffman Cove, on property belonging to the University of Alaska. The property is available for purchase from the University.

The site has right of way access over an existing platted subdivision road. Concern has been voiced over routing traffic through a residential area, so an alternate access was examined through Forest Service property, currently under special use permit to Louisiana Pacific Corporation. Louisiana Pacific officials have indicated a desire to cooperate to provide access.

Electricity is available in Coffman Cove through municipal generators. Water, sewer and telephone utilities are available as well. All utilities will have to be brought to the site from existing service locations.

The proposed site is protected from wave action. Access to deep water is available and sufficient vessel turning room is available.

The vessel berth is located in a small indentation in the shoreline 400 feet north of the existing log transfer facility. The sea floor drops off quickly and water depth in excess of minus 25 feet MLLW is available close to shore. The existing shoreline is characterized by a relatively steep, rock slope to water's edge. The proposed vessel berth is a "L" shaped float anchored in place by steel pipe struts connected to concrete abutments on shore. The proposed berth float is constructed of large diameter steel pipes with connecting steel pipe struts. The float has a timber deck. Vertical, cylindrical, rubber bumpers are provided for the vessel to lay against. Tie up bollards are placed at strategic locations on the float. A transfer bridge is supported on the short leg of the "L" and loading/unloading is through the stern door.

The uplands development in Coffman Cove includes 780 feet of staging area, enough to accommodate 39 automobiles. The site includes parking for 42 automobiles and 7 spaces for commercial vans. Access is to an existing right-of-way.

A terminal building will contain office space, as well as a ticketing office, waiting room and bathroom facilities. In addition the building will contain warehousing for ship supplies and parts, a mechanics shop and car port space for a pick-up with a snow plow.

Prince of Wales Island Ferry Project

Reconnaissance Design of Passenger/Vehicle Ferry Terminals

Snow removal will be accomplished by terminal personnel using a pickup truck with a snow plow.

The estimated cost of the Coffman Cove terminal is \$2.8 million.

Mitkof Island (Blind Slough)

Blind Slough was chosen, because it is the only protected site with access to the Mitkof Island road system on the south end of the island.

The proposed site is located at an old log transfer and rafting site on the northeast side of Blind Slough. The site is within the Tongass National Forest and would require a special use permit from the Forest Service. The Mitkof Highway is located along Blind Slough, adjacent to the proposed terminal site. The site is isolated, and there are no existing utility services to the site.

The site is relatively protected from wave action. The maximum exposure is a three mile fetch to the southeast. The maximum water depth in middle of the slough is minus 25 feet MLLW. The bottom is gradually sloping. A working depth of minus 20 feet MLLW is located 1100 feet off shore. Maneuvering room inside Blind Slough at the proposed terminal location is somewhat restricted with the navigation channel approximately one quarter mile wide.

The proposed vessel berth will be a side loading facility located approximately 1100 feet off shore. The water depth at the face of the berth is minus 20 feet MLLW. The vessel berth includes four breasting dolphins, a mooring dolphin and a transfer bridge supported on a float. The ferry vessel will berth starboard side to. Access to the berth is via a filled causeway whose slopes are protected from wave action by riprap.

Vehicle staging is provided in a single lane 800 feet long on the causeway. Commercial van parking is provided on the causeway as well. A turn-around is located near the berth for commercial vans and vehicles delivering pedestrians to the ferry.

A parking area with 35 parking places and a terminal building are located ashore. The terminal building will include a ticket office, a waiting room and a rest room. Pedestrians will be delivered to the ferry in a terminal van provided for that purpose. An open carport for the van and a pickup truck with snow plow will be included.

Prince of Wales Island Ferry Project

Reconnaissance Design of Passenger/Vehicle Ferry Terminals

Access to Mitkof Highway will be via an 1100 feet long, 30 feet wide, gravel access road. The grade of the access road to Mitkof Highway will be gentle, around 3%.

All utilities will need to be developed at the terminal site. Electricity will be provided by a small generator. Sewage disposal will be accommodated by a package treatment plant with ocean outfall. Water will be provided from a well and storage tank with chlorination treatment. Telephone service will be via cellular telephone.

The capital cost of the Mitkof terminal is estimated at \$4.0 million.

Wrangell

Two possibilities exist for the Wrangell terminal. Both involve the use of existing facilities.

One option is to use the existing Wrangell Ferry Terminal. The existing terminal is a side loading facility, with a terminal building and adequate staging and parking. The transfer bridge would be operated by state employees. This facility, including berth, staging area and terminal building will meet the needs of the Prince of Wales ferry service, if priority use of the facility can be arranged.

The other possibility is to use the existing Wrangell freight barge landing. The POW ferry could use this facility as is for stern loading/unloading. Staging could occur on the west lane of the existing Outer Drive. Parking would be on city streets. As a minimum, a ticket office and waiting area would be necessary with this option.

All necessary utilities are available in Wrangell.

The cost to develop the minimum facility at the freight barge landing is estimated at \$170,000.

Something About Metlakatla

- Location:** 16 Nautical Miles from Ketchikan.
- Population:** 1514 Alaska Natives.
- Land Base:** 87,000 Acres.
- Transportation:** Served by Alaska Marine Highway System. Scheduled Air Taxi Service From Ketchikan. Weekly Barge Service from Seattle.
- Status:** The Metlakatla Indian Community is the only federally recognized Indian Reservation in Alaska. Metlakatla does not participate in any Alaska Native Settlement Claims Act (ANSCA) Programs. Metlakatla is a participant in the various programs of the State of Alaska.
- Economic Base:** The Metlakatla Indian Community enterprise and economic development base includes:
- Annette Island Packing Company & Cold Storage
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 - Tangas Creek Hatchery
 - Annette Hemlock Mill (under lease to LP)
 - Metlakatla Indian Timber Enterprise Mill
 - Port of Metlakatla Activity
 - Tourism Development
 - Individual Small Business Enterprises
- Development Planning:** The Community actively participates in the OEDP process of the Economic Development Administration.
- Available Excess Development Capacity:** The Community has available for local and Regional development the Annette Island Airfield Complex (7,500 Feet of Pavement + Cross-winds Runway) and associated facilities such as hanger, office facilities, housing and utilities with very favorable tax considerations.

Council Annette Islands Reserve Metlakatla Indian Community

Executive Committee

Mayor Jim E. Soudero
 Secretary Beverly J. Guthrie
 Treasurer Barbara J. Faircutt

Council Members

Jeff Benson	Ralphie S. Aakre
Karl S. Cook, Jr.	Jack L. Booth, Sr.
Delbert R. Dunne, Sr.	Terrance H. Booth, Sr.
Herb C. Guthrie	Tim Gilmartin
Thomas E. Lang, Sr.	Thomas F. Guthrie, Sr.
Judith A. Lavin	Leo Guthrie, Sr.

Metlakatla Alaska



Community Priority

WALDEN POINT

ROAD AND POWER INTERTIE LINKS WITH KETCHIKAN

- METLAKATLA INDIAN COMMUNITY -

CORRECTION

THE FOLLOWING DOCUMENT(S)
HAVE BEEN REFILMED TO
ASSURE LEGIBILITY OR PAGINATION



REV. 6-78

Central Microfilm Services
Department of Education
State of Alaska

Something About Metlakatla

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Council Annette Islands Reserve Metlakatla Indian Community

Executive Committee

Mayor Jim E. Scudero
 Secretary Beverly J. Gudine
 Treasurer Barbara J. Fawcett

Council Members

Jeff Benson	Richard S. Ashby
Earl S. Cook, Jr.	Jack L. Booth, Jr.
Darlene B. Darter, Jr.	Terrance H. Booth, Jr.
Herb C. Gudine	Tim Gleanon
Thomas E. Lang, Jr.	Thomas F. Gudine, Jr.
Judith A. Lovell	Leo Gudine, Jr.

Metlakatla Alaska



Community Priority

WALDEN POINT

ROAD AND POWER INTER-TIE LINKS WITH KETCHIKAN

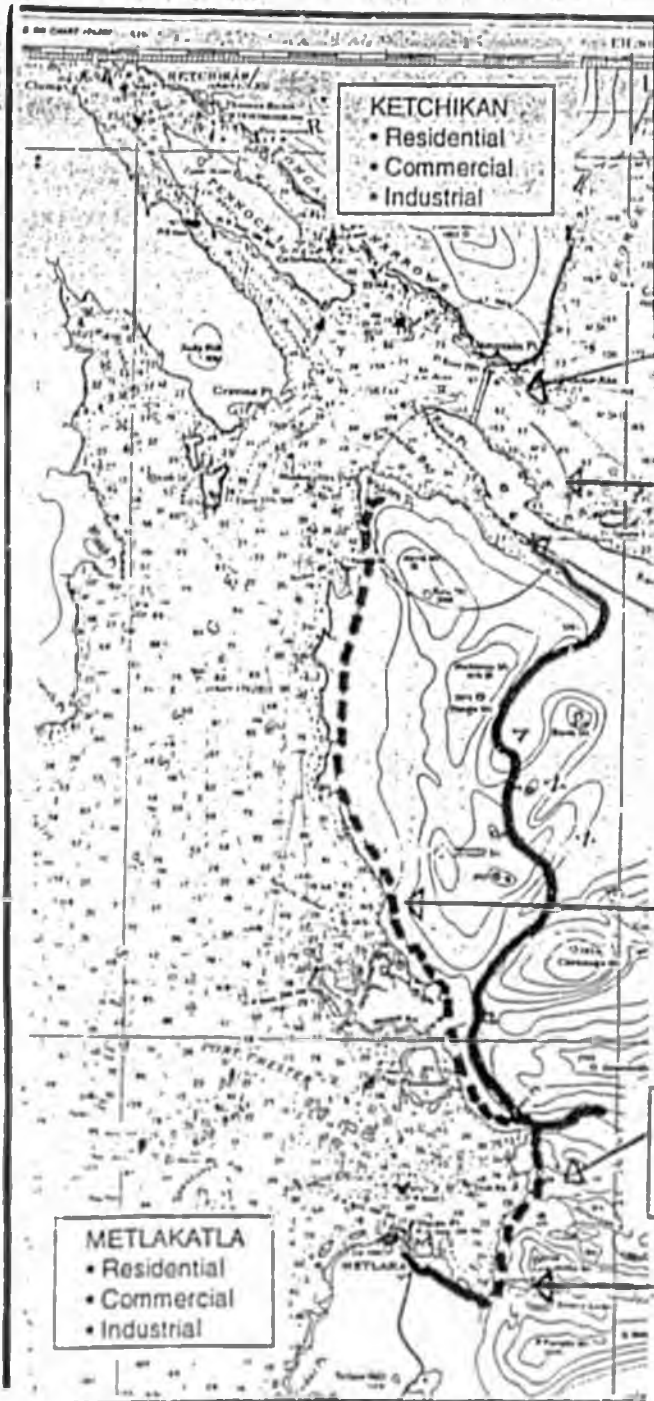
- METLAKATLA INDIAN COMMUNITY -

Development Opportunities

METLAKATLA INDIAN COMMUNITY

WALDEN POINT

- * **ROAD LINK BETWEEN KETCHIKAN & METLAKATLA**
- * **SOUTHEAST ALASKA POWER TRANSMISSION INTERTIE**



KETCHIKAN
 • Residential
 • Commercial
 • Industrial

UNDERWATER Power Cable To Metlakatla

NEW OPPORTUNITIES
 • Small Business
 • RV Park
 • Industrial Zone
 • Tourism Activity

ANNETTE BAY Ferry Terminal
 A.M.H.S.

STATE ROUTE Proposed
 Master Plan 1994

"MISSING ROAD LINK" Connecting Metlakatla and Annette Bay.

METLAKATLA
 • Residential
 • Commercial
 • Industrial

POWER Intertie Follows Road

ROAD LINK:

- The Council Annette Islands Reserve recognized the Walden Point Road concept over 30 years ago.
- Walden Point road will allow easy, year-round travel between Annette Island and Ketchikan for both car and commercial container traffic.
- Enhanced Economic Development activity will include, tourism development, new small business opportunities, and development of an industrial zone.
- The proposed project will reduce pressure on the AMHS to providing service with a small transfer ferry at Annette Bay.

POWER INTERTIE:

- In 1987 the Alaska Power Authority recognized the power needs of Metlakatla in the SE Alaska Power Intertie Study.
- A 69KV link through Ketchikan has been recommended along with several options.
- At present the low cost of power in Metlakatla has resulted in the highest electricity per customer usage in Alaska.
- The Walden Point Road provides the best available power line route between Metlakatla and Ketchikan.
- 0.7 Nautical Miles of Submarine Cable will be required between Mountain Point and Annette Island.

An Alaskan Community Looking to the Future

— Metlakatla Indian Community —

For additional information regarding the Metlakatla Indian Community programs and opportunities, please contact:

James Scudero, Director
 Metlakatla Indian Community
 PO Box 8
 Metlakatla, Alaska 99826
 (907) 836-4777
 (907) 836-1138 FAX

John Pearson
 Government Relations & Economic Development Advisor
 Metlakatla Indian Community
 8216 Cedar Drive
 Juneau, Alaska 99801
 (907) 789-1402
 (907) 789-1403 FAX

POTENTIAL PROJECT PARTNERS

- METLAKATLA INDIAN COMMUNITY
- METLAKATLA POWER & LIGHT CO.
- ALASKA DIVISION OF ENERGY
- CITY & BOROUGH OF KETCHIKAN
- STATE OF ALASKA DOT/PF
- ALASKA MARINE HIGHWAYS
- BUREAU OF INDIAN AFFAIRS
- ECONOMIC DEVELOPMENT ADMINISTRATION
- U.S. ARMY CORPS OF ENGINEERS
- RURAL UTILITY SERVICE (REA)
- U.S. DEPARTMENT OF ENERGY
- ANNETTE REGIONAL INTERTIE

WALDEN POINT ROAD FACTS:

The proposed road is 14.5 miles long running from Metlakatla to Walden Point.

In 1956 the US Department of Interior surveyed, approved and recommended the Walden Point Highway project to Washington D.C. for funding.

The Walden Point Project allows for significant economic development activity to take place on Annette Islands Reserve.

The distance between Annette Island and the Ketchikan/Saxman road system is 0.7 Nautical Miles.

A small shuttle ferry operated by the Alaska Marine Highway System will replace the large vessel now providing service between Ketchikan and Metlakatla (32 miles round-trip).

POWER INTERTIE LINKAGE FACTS:

Walden Point Road will serve as the right-of-way for a 69 kV linkage for Metlakatla with Ketchikan and the Southeast Alaska Regional Power Intertie Project.

A short underwater cable will link Annette Island with the Regional Intertie at Mountain Point.

Metlakatla was included in the 1987 Power Intertie Study of the Alaska Power Authority as a future program partner.

For additional information regarding the Metlakatla Indian Community programs and opportunities, please contact:

James Sanders, Mayor
Metlakatla Indian Community
P.O. Box 8
Metlakatla, Alaska 99926
(907) 836-4997
(907) 836-3334 FAX

John Pearson
Governor of Relations
Metlakatla Indian Community
8215 Cedar, Sitka
Juneau, Alaska 99801
(907) 789-1402
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- U.S. DEPARTMENT OF ENERGY
- ANNETTE REGIONAL INTERTIE

Metlakatla



* ROAD LINK BETWEEN
KETCHIKAN & METLAKATLA

* SOUTHEAST ALASKA
POWER TRANSMISSION INTERTIE



WALDEN POINT



* ROAD LINK BETWEEN KETCHIKAN & METLAKATLA

* SOUTHEAST ALASKA POWER TRANSMISSION INTERTIE

The Walden Point Project represents an aggressive effort on the part of the Metlakatla Indian Community to maximize resources in development of one of the most exciting economic development efforts within the region during the past three decades. Three specific components of the Walden Point Project include:

- A. Southeast Alaska Regional Power Transmission Intertie - Construction of 69 kV line between Metlakatla and Walden / Race Point. A 0.7 Nautical mile submarine cable will link Race Point with Mountain Point.
- B. Walden Point Road - A road of 14.5 miles in length will be constructed from Metlakatla to Walden Point allowing for easy year-round road transportation between Metlakatla and the Ketchikan Road System. The road will serve as the right-of-way for the power Intertie line.
- C. Alaska Marine Highway System Service - This project gives AMHS an opportunity to demonstrate a major cost reduction in serving Metlakatla by installing a small transfer ferry between Walden Point and Saxman / Ketchikan. The vessel currently used to service Annette Island reflects a \$20,424.00 per day operating cost.

NEW OPPORTUNITIES

- Small Business
- RV Park
- Industrial Zone
- Tourism Activity

POWER Intertie Follows Road

ANNETTE BAY Ferry Terminal
A.M.H.S.

KETCHIKAN

- Residential
- Commercial
- Industrial

METLAKATLA

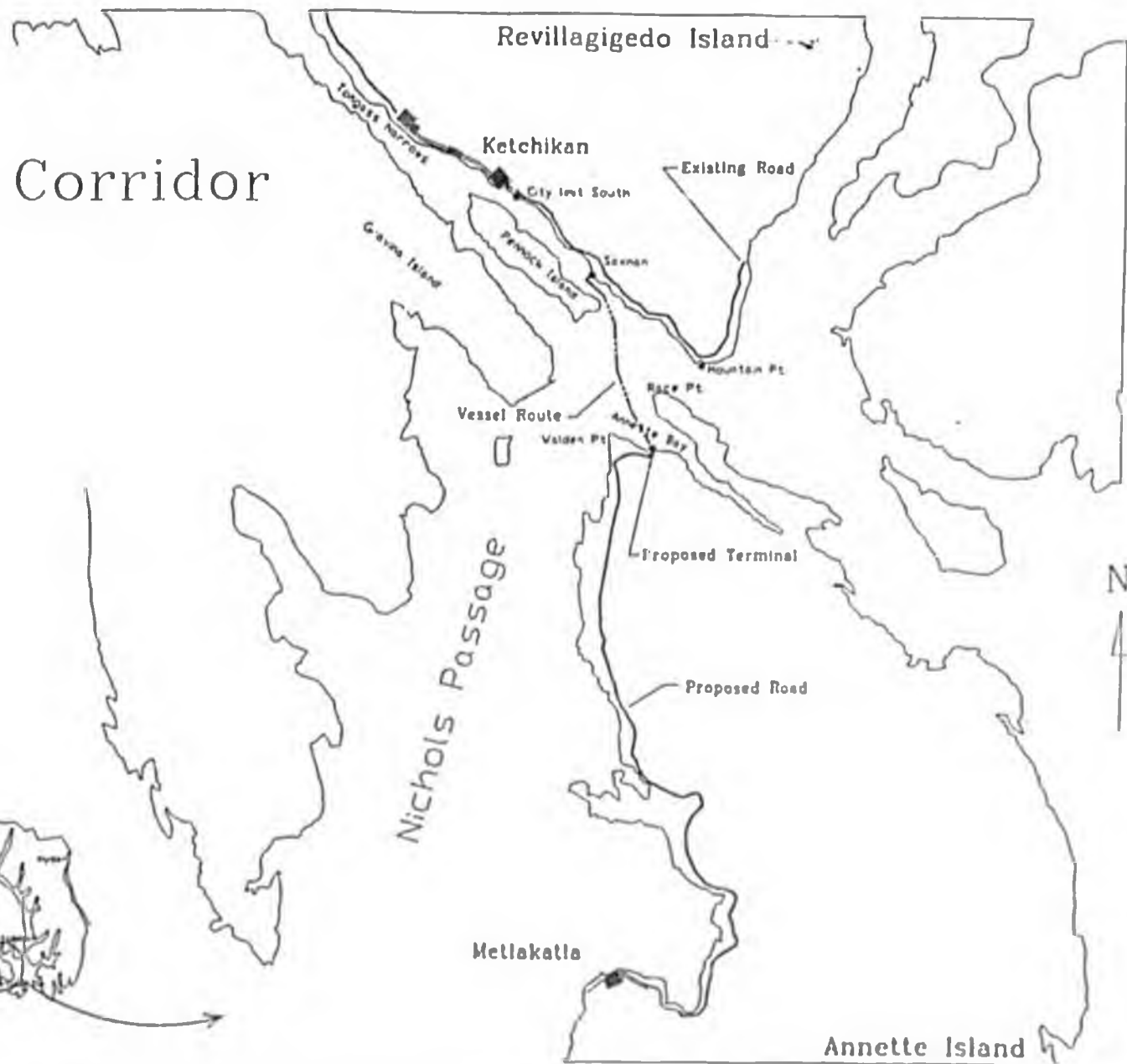
- Residential
- Commercial
- Industrial



**Metlakatla Indian Community
Council Annette Islands Reserve**



Walden Point Transportation Corridor Vicinity Map



Walden Point Road Project Summary Profile

Capital Costs

Road Construction Costs (13.7 miles, 30 feet wide, paved roadway)	\$26.3 million
Ferry Construction Costs (110', 90-ton, double-end vehicle ferry)	\$3.0 million
Terminal Construction Costs	\$5.4 million
Total Capital Costs	\$34.7 million

Maintenance and Operating Costs

Annual Road Maintenance Costs	\$110,000
Annual Ferry Operations Costs (based on hourly departures over a 10-hour operational day)	\$606,375
Total Annual Operations Costs	\$716,335

Transportation Corridor Characteristics

Approximate Drive Time (Mellakatta to Annette Bay @40 mph)	20 minutes
Approximate Ferry Crossing Time	18 minutes
Ferry Service	10 hours per day, on the hour
Ferry Fares (One-way, Year 1)	\$4.00 per person, \$10 per vehicle

Traffic Projections

Year 1 - Vehicles (Annual Average Daily Traffic)	93
Year 1 - Passengers	189
Year 20 - Vehicles (Annual Average Daily Traffic)	131
Year 20 - Passengers	265

Project Net Present Value	\$11.4 million
Project Benefit Cost Ratio	1.4

***Benefit/Cost Study
for the Proposed
Mellakatta/Ketchikan
Transportation Corridor***

Prepared for:
**Alaska
Department of Transportation
& Public Facilities
(ADOT&PF)
6600 Glacier Highway
Juneau, Alaska 99801**

March 1993

SB

28



SENATOR DAVE DONLEY

ALASKA STATE LEGISLATURE

Senate Bill 28 Sponsor Statement An Act Relating to Motor Vehicle Registration Fees and Emissions Testing

Revised

Senate Bill 28 would repeal the additional \$10 fee for motor vehicle registration not conducted by mail and would increase the time period for certain mandatory emission inspection tests from one to two years.

The registration by mail system does not always work and citizens who have no choice but to register their vehicles in person are unfairly forced to pay this fee. Additionally it is unfair to those who prefer to register their vehicles in person. Many people do not trust the mail service and the only other option is register their vehicles in person.

The U.S. Environmental Protection Agency (EPA) has dictated that the Municipality of Anchorage (MOA) and the Fairbanks North Star Borough (FNSB) attain compliance with National Ambient Air Quality Standard. The MOA and FNSB have developed I/M programs designed to meet the minimum performance standard established by EPA. EPA must also approve each of their I/M programs annually.

The EPA provides a motor vehicle emissions model which contains certain guidelines and steps that demonstrate ways a community can achieve the National Ambient Air Quality Standard. The EPA believes that annual I/M testing is an important step in achieving the Air Quality Standard. If biennial testing is implemented, other steps or restrictions may be required by the EPA in order to attain the Ambient Air Quality Standard.

The proposed work draft for SB 28 adds language that would require a seller of a vehicle to provide a valid I/M inspection certificate before transferring or assigning the owner's title or interest in the vehicle. The work draft also increases the penalty from (\$75.00 to \$200.00) for persons operating motor vehicles in I/M containment areas without a current valid emissions inspection and maintenance certificate. This infraction only applies to those vehicles who are subject to an emissions inspection and maintenance program.

These additional provisions were added to the original bill to allow the MOA and FNSB to achieve the minimum performance standard as established by EPA for a basic I/M program.

DD/114



SENATOR DAVE DONLEY

ALASKA STATE LEGISLATURE

SENATE BILL 28 SPONSOR STATEMENT (MARCH 17, 1995)

SB 28 addresses two main issues. The first portion of the bill would repeal the additional \$10 fee for motor vehicle registration not conducted by mail. The second portion of the bill would increase the time period for certain mandatory emission inspection tests from one to two years.

The registration by mail system does not always work and citizens who have no choice but to register their vehicles in person are unfairly forced to pay this fee. Additionally it is unfair to those who prefer to register their vehicles in person. Many people do not trust the mail service and the only other option is register their vehicles in person.

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SB 28 adds language that would require a seller of a vehicle to provide a valid I/M inspection certificate before transferring or assigning the owner's title or interest in the vehicle. SB 28 also increases the penalty from (\$75.00 to \$200.00) for persons operating motor vehicles in I/M containment areas without a current valid emissions inspection and maintenance certificate. This infraction only applies to those vehicles who are subject to an emissions inspection and maintenance program.

These additional provisions along with some DEC modifications to the existing I/M program regulations should allow the MOA and FNSB to achieve the minimum performance standard as established by EPA for a basic I/M program.

SENATE COMMITTEE REPORT
First Committee of Referral

DATE: 1/16/95

FURTHER: Labor and Commerce
 Finance

Handwritten initials

Date of 5-Day Notice: 3/23/95
 (in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 4/19/95

Transportation Committee considered SENATE BILL NO. 28

"An Act repealing an additional fee for motor vehicle registration not conducted by mail and limiting motor vehicle emissions inspection to once every two years."

and recommends:

- be replaced with _____ CS _____ SB 28 (TRA)
- adopt previous _____ CS _____ (_____)
- attached amendment(s)
- adopt Letter of Intent by _____ Committee
- further referral to the _____ Committee

Senate Bill: same title
 new title
 House Bill: technical change
 new: SCR# _____

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	NR	DNP	AM
<i>Robin L. Taylor</i>	<input checked="" type="checkbox"/>	<i>Devin...</i>			
<i>[Signature]</i>	<input checked="" type="checkbox"/>				
<i>Sylvia Green</i>	<input checked="" type="checkbox"/>				
CHAIR: <i>Steve Kruis</i>	<input checked="" type="checkbox"/>				

NEW FISCAL NOTE(S):

Department Date Zero Fiscal

CS	Environmental Conservation #4	4/14/95		250.0
CS	Public Safety #3	4/19/95		58.8
SB	DEC #1	4/14		250.0
SB	DPS #2	2/7		(1,000.0)

PREVIOUS FISCAL NOTE(S):*

Department Date Zero Fiscal

APPROPRIATION -- no fiscal note

*include fiscal notes accompanying Governor's bill

CS FOR SENATE BILL NO. 28(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
NINETEENTH LEGISLATURE - FIRST SESSION

BY THE SENATE TRANSPORTATION COMMITTEE

Offered:
Referred:

Sponsor(s): SENATORS DONLEY, Zharoff, Salo

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to transfer of motor vehicle ownership, motor vehicle registration
2 fees, and motor vehicle emissions inspection; and providing for an effective date."

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

4 • Section 1. AS 28.10.271 is amended by adding a new subsection to read:

5 (d) A motor vehicle owner shall, before transferring or assigning the owner's
6 title or interest in the vehicle, provide the transferee with a current and valid emissions
7 inspection and maintenance certificate for the vehicle if the

8 (1) transferee resides in an area designated by the Department of
9 Environmental Conservation as an emissions inspection and maintenance area;

10 (2) motor vehicle was manufactured in 1987 or earlier; and

11 (3) motor vehicle has not been inspected for emissions within the 12
12 months before the transfer or assignment.

13 • Sec. 2. AS 28.10.421(a) is amended to read:

14 (a) Unless otherwise provided by law,

1 (1) the fees prescribed in this section shall be paid to the department
2 at the times provided under AS 28.10.108 and 28.10.111; and

3 (2) [AN ADDITIONAL FEE OF \$10 SHALL BE ADDED TO] the
4 registration fee set out in this section shall be reduced by \$10 or the amount of the
5 fee, whichever is less, for registration [NOT] conducted by mail [; THE
6 DEPARTMENT MAY WAIVE THIS ADDITIONAL FEE FOR A GOOD CAUSE
7 BASED ON CRITERIA ESTABLISHED IN REGULATIONS ADOPTED BY THE
8 DEPARTMENT].

9 • Sec. 3. AS 28.10.421(b) is amended to read:

10 (b) The annual registration fees under this subsection are imposed within the
11 following classifications for:

12 (1) a passenger vehicle or motor home not used or maintained for the
13 transportation of persons or property for hire or for other commercial use
14 ~~\$45~~ [S35];

15 (2) a pick-up truck or a van not exceeding 6,000 pounds unladen
16 weight and not used or maintained for the transportation of persons or property for hire
17 or for other commercial use ~~\$50~~ [S40];

18 (3) a taxicab ~~\$80~~ [S70];

19 (4) a motor bus with a seating capacity for 20 or more persons and
20 used exclusively for commercial purposes in the transporting of visitors or tourists
21 ~~\$95~~ [S85];

22 (5) a motorcycle or a motor-driven cycle ~~\$30~~ [S20];

23 (6) a trailer not used or maintained for the transportation of persons or
24 property for hire or for other commercial use, including, but not limited to, a boat
25 trailer, baggage trailer, box trailer, utility trailer, house trailer, travel trailer, or a trailer
26 rented or offered for rent ~~\$15~~ [S5].

27 • Sec. 4. AS 28.10.421(c) is amended to read:

28 (c) The annual registration fees under this subsection are imposed and are
29 based upon the actual unladen weight as established by the manufacturer's advertised
30 weight or upon the actual weight that [WHICH] the owner shall furnish, subject to the
31 approval of the commissioner or the commissioner's representative, for a vehicle.

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including a motor vehicle pulling a trailer or semi-trailer, that is registered in the name of a company or business, or is used or maintained for the transportation of passengers for hire, excepting taxicabs and buses under (b) of this section, or for the transportation of property for hire or for other commercial purposes, including a trailer, semi-trailer, truck, wrecker, tow car, hearse, ambulance, and tractor, as follows:

- (1) up to and including 5,000 pounds \$61 [~~\$51~~];
- (2) more than 5,000 pounds to and including 12,000 pounds
 \$96 [~~\$86~~];
- (3) more than 12,000 pounds to and including 18,000 pounds
 \$166 [~~\$156~~];
- (4) more than 18,000 pounds \$231 [~~\$221~~].

• Sec. 5. AS 28.10.421(d) is amended to read:

(d) The special registration fees under this subsection are imposed annually, unless otherwise specified, for:

- (1) an historic vehicle (one time only upon initial registration under AS 28.10.181) \$20 [~~\$10~~];
- (2) special request plates for
 - (A) Alaska National Guard personnel \$40 [~~\$30~~];
 - (B) veterans or retired veterans \$40 [~~\$30~~];
 - (C) recipients of the Purple Heart \$40 [~~\$30~~];
 - (D) owners of custom collector vehicles \$60 [~~\$50~~];
 - (E) other special request plates \$40 [~~\$30~~];

plus the fee required for that vehicle under (b) of this section; the fee required by this paragraph shall be collected only on the first issuance and on the replacement of special request plates;

- (3) a vehicle owned by a disabled veteran or other handicapped person, and registered under AS 28.10.181 or a resident 65 years of age or older who files a written application for an exemption on a form prescribed by the department
 none;
- (4) a vehicle owned by the state none;
- (5) a vehicle owned by an elected state official

1 the fee required for that vehicle under (b) of this section;

2 (6) ~~REPEALED~~

3 (7) a vehicle owned by a rancher, farmer, or dairyman and registered
4 under AS 28.10.181 ~~\$45~~ [S35];

5 ~~(7)~~ [(8)] a snowmobile or off-highway vehicle ~~\$15~~ [S5];

6 ~~(8)~~ [(9)] an amateur mobile radio station vehicle,

7 (A) with a transceiver capable of less than 5-band operation
8 the fee
9 required for that vehicle under (b) or (c) of this section;

10 (B) in recognition of service to the public: a mobile amateur
11 radio station owned by an amateur with general class or higher license,
12 provided the station must be satisfactorily proved capable of operating on at
13 least five bands from 160 through 10 meters, must have an antenna, and must
14 have a power supply and wiring as a permanent part of the vehicle; the
15 transmitting unit may be removed from the car for service or dry storage
16 none
17 for a mobile amateur radio station vehicle included in (b)(1) or (2) of this
18 section;

19 ~~(9)~~ [(10)] dealer registration plates,

20 (A) the initial set of plates ~~\$55~~ [S45];

21 (B) each subsequent set of plates ~~\$35~~ [S25];

22 ~~(10)~~ [(11)] a vehicle owned by a municipality or charitable organization
23 meeting the requirements of AS 28.10.181(e) ~~\$15~~ [S5];

24 ~~(11)~~ [(12)] REPEALED

25 (13) a vehicle owned by a Pearl Harbor survivor or a former prisoner
26 of war none;

27 ~~(12)~~ [(14)] REPEALED

28 (15) special request university plates ~~\$60~~ [S50]

29 plus the fee required for that vehicle under (b)(1) or (2) of this section; the fee
30 required by this paragraph shall be collected only on the first issuance and on the
31 replacement of special request plates; the commissioner of administration shall

1 separately account by university campus designation for the fees received under this
 2 paragraph that the department deposits in the general fund; the annual estimated
 3 balance in the accounts that is in excess of the cost of issuing special request
 4 university plates may be appropriated by the legislature for the support of programs
 5 at each campus.

6 • Sec. 6. AS 28.10.421(f) is amended to read:

7 (f) In addition to the fees imposed under (b) and (d) of this section, the
 8 following special annual registration fee is imposed upon renewal of registration for
 9 a passenger vehicle, motor home, pick-up truck, or a van with special request Winter
 10 Olympics commemorative plates \$40 [S30];

11 the annual estimated balance in the account maintained by the commissioner of
 12 administration under AS 37.05.142 may be appropriated by the legislature to the
 13 Alaska amateur sports fund established under AS 05.35.150.

14 • Sec. 7. AS 28.10.423 is amended to read:

15 Sec. 28.10.423. EMISSION CONTROL INSPECTION PROGRAM FEES. In
 16 addition to the annual registration fee specified in AS 28.10.421, a \$2 [S1] fee is
 17 imposed upon every vehicle required to be inspected under an emission control
 18 program established under AS 46.14.400 or 46.14.510. This fee shall be collected at
 19 the same time and in the same manner as the registration fee.

20 • Sec. 8. AS 46.14.400 is amended by adding new subsections to read:

21 (i) If a municipality or a local air quality district administering a program
 22 under this section requires emissions inspection for a motor vehicle, emission
 23 inspection may not be required more than once every two years.

24 (j) A person who operates a motor vehicle in violation of emissions
 25 requirements imposed under this section is guilty of a violation and upon conviction
 26 shall be fined \$200. It is the intent of the legislature that money collected under this
 27 subsection be appropriated to promote air quality control programs in municipalities.

28 • Sec. 9. AS 46.14.510 is amended by adding new subsections to read:

29 (e) If the department adopts regulations requiring emissions inspection for a
 30 motor vehicle, the department may not require the vehicle be inspected more than once
 31 every two years.

1 (f) A person who operates a motor vehicle in violation of emissions
2 requirements imposed under this section is guilty of a violation and upon conviction
3 shall be fined \$200. It is the intent of the legislature that money collected under this
4 subsection be appropriated to control pollution from motor vehicle emissions.

5 • Sec. 10. This Act takes effect July 1, 1995.

SPONSOR SUBSTITUTE FOR SENATE BILL NO. 28
 IN THE LEGISLATURE OF THE STATE OF ALASKA
 NINETEENTH LEGISLATURE - FIRST SESSION

BY SENATORS DONLEY, Zharoff, Salo

Introduced:

Referred:

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to motor vehicle registration, transfer of motor vehicle
 2 ownership, and motor vehicle emissions inspection."

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

4 * Section 1. AS 28.10.271 is amended by adding a new subsection to read:

5 (d) If the owner of a motor vehicle resides in an area designated by the
 6 Department of Environmental Conservation as an emissions inspection and
 7 maintenance area, the owner shall, before transferring or assigning the owner's title or
 8 interest in the vehicle, provide the transferee with a current and valid emissions
 9 inspection and maintenance certificate for the vehicle.

10 * Sec. 2. AS 28.10.421(a) is amended to read:

11 (a) Unless otherwise provided by law,

12 [(1)] the fees prescribed in this section shall be paid to the department
 13 at the times provided under AS 28.10.108 and 28.10.111 [; AND

14 (2) AN ADDITIONAL FEE OF \$10 SHALL BE ADDED TO THE

1 REGISTRATION FEE SET OUT IN THIS SECTION FOR REGISTRATION NOT
2 CONDUCTED BY MAIL; THE DEPARTMENT MAY WAIVE THIS ADDITIONAL
3 FEE FOR A GOOD CAUSE BASED ON CRITERIA ESTABLISHED IN
4 REGULATIONS ADOPTED BY THE DEPARTMENT].

5 * Sec. 3. AS 28.35 is amended by adding a new section to read:

6 Sec. 28.35.185. OPERATION WITHOUT EMISSIONS INSPECTION
7 CERTIFICATE. A person who operates a motor vehicle subject to an emissions
8 inspection and maintenance program in an area designated by the Department of
9 Environmental Conservation as an emissions inspection and maintenance area without
10 a current valid emissions inspection and maintenance certificate or sticker as required
11 by law is guilty of an infraction. Upon conviction, the court shall impose a fine of not
12 less than \$200.

13 * Sec. 4. AS 46.14.400 is amended by adding a new subsection to read:

14 (i) If a municipality or a local air quality district administering a program
15 under this section requires emissions inspection for a motor vehicle, emission
16 inspection may not be required more than once every two years.

17 * Sec. 5. AS 46.14.510 is amended by adding a new subsection to read:

18 (e) If the department adopts regulations requiring emissions inspection for a
19 motor vehicle, the department may not require the vehicle be inspected more than once
20 every two years.

21 * Sec. 6. AS 44.46.025 is amended by adding a new subsection to read:

22 (d) The Department of Environmental Conservation may by regulation
23 establish fees to cover the costs of vehicle emissions inspection and maintenance
24 programs operated under AS 46.14.

CS FOR SENATE BILL NO. 28(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
NINETEENTH LEGISLATURE - FIRST SESSION

BY THE SENATE TRANSPORTATION COMMITTEE

Offered:
Referred:

Sponsor(s): SENATORS DONLEY, Zharoff, Salo

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to motor vehicle registration fees and limiting motor vehicle
2 emissions inspection to once every two years; and providing for an effective date."

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

4 • Section 1. AS 28.10.421(a) is amended to read:

5 (a) Unless otherwise provided by law,

6 (1) the fees prescribed in this section shall be paid to the department
7 at the times provided under AS 28.10.108 and 28.10.111; and

8 (2) [AN ADDITIONAL FEE OF \$10 SHALL BE ADDED TO] the
9 registration fee set out in this section shall be reduced by \$10 or the amount of the
10 fee, whichever is less, for registration [NOT] conducted by mail [; THE
11 DEPARTMENT MAY WAIVE THIS ADDITIONAL FEE FOR A GOOD CAUSE
12 BASED ON CRITERIA ESTABLISHED IN REGULATIONS ADOPTED BY THE
13 DEPARTMENT].

14 • Sec. 2. AS 28.10.421(b) is amended to read:

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(b) The annual registration fees under this subsection are imposed within the following classifications for:

- (1) a passenger vehicle or motor home not used or maintained for the transportation of persons or property for hire or for other commercial use
..... \$45 [S35];
- (2) a pick-up truck or a van not exceeding 6,000 pounds unladen weight and not used or maintained for the transportation of persons or property for hire or for other commercial use \$50 [S40];
- (3) a taxicab \$80 [S70];
- (4) a motor bus with a seating capacity for 20 or more persons and used exclusively for commercial purposes in the transporting of visitors or tourists
..... \$95 [S85];
- (5) a motorcycle or a motor-driven cycle \$30 [S20];
- (6) a trailer not used or maintained for the transportation of persons or property for hire or for other commercial use, including, but not limited to, a boat trailer, baggage trailer, box trailer, utility trailer, house trailer, travel trailer, or a trailer rented or offered for rent \$15 [S5].

* Sec. 3. AS 28.10.421(c) is amended to read:

(c) The annual registration fees under this subsection are imposed and are based upon the actual unladen weight as established by the manufacturer's advertised weight or upon the actual weight that [WHICH] the owner shall furnish, subject to the approval of the commissioner or the commissioner's representative, for a vehicle, including a motor vehicle pulling a trailer or semi-trailer, that is registered in the name of a company or business, or is used or maintained for the transportation of passengers for hire, excepting taxicabs and buses under (b) of this section, or for the transportation of property for hire or for other commercial purposes, including a trailer, semi-trailer, truck, wrecker, tow car, hearse, ambulance, and tractor, as follows:

- (1) up to and including 5,000 pounds \$61 [S51];
- (2) more than 5,000 pounds to and including 12,000 pounds
..... \$96 [S86];
- (3) more than 12,000 pounds to and including 18,000 pounds

1 \$166 [\$156];

2 (4) more than 18,000 pounds \$231 [\$221].

3 * Sec. 4. AS 28.10.421(d) is amended to read:

4 (d) The special registration fees under this subsection are imposed annually,
5 unless otherwise specified, for:

6 (1) an historic vehicle (one time only upon initial registration under
7 AS 28.10.181) \$20 [\$10];

8 (2) special request plates for

9 (A) Alaska National Guard personnel \$40 [\$30];

10 (B) veterans or retired veterans \$40 [\$30];

11 (C) recipients of the Purple Heart \$40 [\$30];

12 (D) owners of custom collector vehicles \$60 [\$50];

13 (E) other special request plates \$40 [\$30];

14 plus the fee required for that vehicle under (b) of this section; the fee required by this
15 paragraph shall be collected only on the first issuance and on the replacement of
16 special request plates:

17 (3) a vehicle owned by a disabled veteran or other handicapped person,
18 and registered under AS 28.10.181 or a resident 65 years of age or older who files a
19 written application for an exemption on a form prescribed by the department

20 none;

21 (4) a vehicle owned by the state none;

22 (5) a vehicle owned by an elected state official

23 the fee required for that vehicle under (b) of this section;

24 (6) [REPEALED

25 (7)] a vehicle owned by a rancher, farmer, or dairyman and registered
26 under AS 28.10.181 \$45 [\$35];

27 (7) [(8)] a snowmobile or off-highway vehicle \$15 [\$5];

28 (8) [(9)] an amateur mobile radio station vehicle,

29 (A) with a transceiver capable of less than S-band operation

30 the fee

31 required for that vehicle under (b) or (c) of this section;

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(B) in recognition of service to the public: a mobile amateur radio station owned by an amateur with general class or higher license, provided the station must be satisfactorily proved capable of operating on at least five bands from 160 through 10 meters, must have an antenna, and must have a power supply and wiring as a permanent part of the vehicle: the transmitting unit may be removed from the car for service or dry storage
..... none
for a mobile amateur radio station vehicle included in (b)(1) or (2) of this section:

(9) [(10)] dealer registration plates.

(A) the initial set of plates \$55 [S45]:

(B) each subsequent set of plates \$35 [S25]:

(10) [(11)] a vehicle owned by a municipality or charitable organization meeting the requirements of AS 28.10.181(e) \$15 [S5]:

(11) [(12)] REPEALED

(13)] a vehicle owned by a Pearl Harbor survivor or a former prisoner of war none:

(12) [(14)] REPEALED

(15)] special request university plates \$60 [S50]
plus the fee required for that vehicle under (b)(1) or (2) of this section: the fee required by this paragraph shall be collected only on the first issuance and on the replacement of special request plates: the commissioner of administration shall separately account by university campus designation for the fees received under this paragraph that the department deposits in the general fund: the annual estimated balance in the accounts that is in excess of the cost of issuing special request university plates may be appropriated by the legislature for the support of programs at each campus.

• Sec. 5. AS 28.10.421(f) is amended to read:

(f) In addition to the fees imposed under (b) and (d) of this section, the following special annual registration fee is imposed upon renewal of registration for a passenger vehicle, motor home, pick-up truck, or a van with special request Winter

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Olympics commemorative plates ~~\$40~~ (\$30);
the annual estimated balance in the account maintained by the commissioner of
administration under AS 37.05.142 may be appropriated by the legislature to the
Alaska amateur sports fund established under AS 05.35.150.

* Sec. 6. AS 46.14.400 is amended by adding a new subsection to read:

(i) If a municipality or a local air quality district administering a program
under this section requires emissions inspection for a motor vehicle, emission
inspection may not be required more than once every two years.

* Sec. 7. AS 46.14.510 is amended by adding a new subsection to read:

(e) If the department adopts regulations requiring emissions inspection for a
motor vehicle, the department may not require the vehicle be inspected more than once
every two years.

* Sec. 8. This Act takes effect July 1, 1995.

FISCAL NOTE

STATE OF ALASKA
1995 LEGISLATIVE SESSION

BILL NO: CSSB 28(TRA)

Revision Date: 4/19/95
 Title: Motor vehicle reg. fee/emmission inspections
 Sponsor: Senator Conley
 Requestor: S. TRA

Dept. Affected: Public Safety
 BRU: Motor Vehicles
 Component: Field Services
 COMPONENT SERIAL NO. 0502

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

OPERATING	FY 96	FY 97	FY 98	FY 99	FY 00	FY 01
PERSONAL SERVICES	36.1	36.1	36.1	36.1	36.1	36.1
TRAVEL						
CONTRACTUAL	12.7	12.5	12.5	12.5	12.5	12.5
SUPPLIES						
EQUIPMENT	10.0					
LAND & STRUCTURES						
GRANTS CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	58.8	48.6	48.6	48.6	48.6	48.6
CAPITAL EXPENDITURES	0.	0.	0.	0.	0.	0.
CHANGE IN REVENUES (1005) Revenue Code	2550.0	2550.0	2550.0	2550.0	2550.0	2550.0

FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GE Match						
1004 GE						
1005 GE/Program Receipts	58.8	48.6	48.6	48.6	48.6	48.6
1006 GEMHTIA						
Other						
TOTAL	58.8	48.6	48.6	48.6	48.6	48.6

Estimate of current year (FY 95) impact: \$ _____

POSITIONS:

FULL-TIME	1	1	1	1	1	1
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary.)

See attached

Prepared By: Charles R. Hosack Phone: 269-5559
 Division: Motor Vehicles Date: 4/19/95
 Approved by Commissioner: Ronald L. Ote Date: 4-19-95
 Agency: Ronald L. Ote, Dept. of Public Safety

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Handwritten:
 4/19/95

Analysis

In the emission inspection areas of Anchorage and Fairbanks there were 40,000 ownership changes in 1993 and 30,000 in 1994. For this analysis the average figure of 35,000 ownership changes will be used. This is the total number of vehicles that must be checked to see if they meet the requirement of having an additional I/M inspection at change of ownership. The DMV employee must determine if the vehicle meets the general age and weight criteria for inspections, whether the vehicle is 1987 model or older, and whether the vehicle has had an inspection within the last year. This checking will increase the average time for each transaction because only a portion of it can be automated. Additional time will be required to explain the requirements to owners and for the second visit required by those who do not meet the requirements on the first visit.

Since the circumstances vary so much it is not practical to quantify each individual transaction, but it is estimated that this additional work will increase the overall workload by 1%, so DMV will increase staffing by 1% or 1 PFT. The fee increases will require changes to the registration computer systems and the reports generated by the system and passed to the state accounting system. This work will be done by contract since all existing staff is fully committed. The total operating costs are as follows:

	FY96	FY97
1 Motor Vehicle Rep I/II	\$38.1	\$38.1
DP costs for 1 APSIN terminal	\$ 5	\$ 5
Equipment, 1 computer workstation (One-time costs)	\$10.0	
150 hours of contract programming @ \$75 Hr. (One-time costs)	\$11.2	
Data center charge for on line storage	<u>\$ 1.2</u>	<u>\$ 1.0</u>
TOTAL	\$58.8	\$37.6

Revenue

This bill eliminates the \$10 fee for registrations not done by mail. In place of this all registration fees are increased by \$10 but there is a \$10 reduction incentive if the registration is done by mail. On the surface it would appear that this would not affect the revenue but in actuality this will increase revenue by some amount. Under the current statute, DMV adopted regulation defining circumstances in which the \$10 fee could be waived. Some examples would be an owner who needs to do another transaction on that same vehicle such as a title change or plate change or registrations dropped off at the dealer/ fleet section. Another example is the emission station program where the stations do all the work of registration including data entry for DMV at no charge. The \$10 fee is not collected for these transactions because there is no impact on DMV.

In all these examples the owners would pay the new increased registration fee because the renewal was not done by mail. The emission inspection stations are already averaging over 150 registrations per day and this program is expanding to more stations in more areas. The net increase in revenue from this alone would be \$500,000. In 1994 the \$10 fee was waived for 15% of the registrations or approximately 65,000 vehicles. This would generate an additional \$650,000 in new revenue. The final source of new revenue would be new vehicles or vehicles from out of state that are being registered for the first time in Alaska. These vehicles would pay the increased fee because this is an original transaction involving a title and that cannot be done by mail. In 1994 there were approximately 140,000 registrations and this would generate \$1,400,000 in new revenue. The total new revenue from all of these sources would be \$2,550,000.

FISCAL NOTE

STATE OF ALASKA
1995 LEGISLATIVE SESSION

BILL NO. SB-28(s)

Revision Date: 14-Apr-95
Title: Motor Vehicle Registration Fee/Emission Inspection

Department Affected: Environmental Conservation

Sponsor: Senator Dooley
Requestor: (S)TRA

BRU: Environmental Quality
Component: Air Quality

COMPONENT SERIAL NO. 1428

Expenditures/Revenues: (Thousands of Dollars)

OPERATING EXPENDITURES	FY 96	FY 97	FY 98	FY 99	FY 00	FY 01
PERSONAL SERVICES	0.0	0.0	0.0	0.0	0.0	0.0
TRAVEL	0.0	0.0	0.0	0.0	0.0	0.0
CONTRACTUAL	250.0	50.0	50.0	50.0	50.0	50.0
SUPPLIES	0.0	0.0	0.0	0.0	0.0	0.0
EQUIPMENT	0.0	0.0	0.0	0.0	0.0	0.0
LAND & STRUCTURES	0.0	0.0	0.0	0.0	0.0	0.0
GRANTS, CLAIMS	0.0	0.0	0.0	0.0	0.0	0.0
MISCELLANEOUS	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL OPERATING	250.0	50.0	50.0	50.0	50.0	50.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES	0.0	0.0	0.0	0.0	0.0	0.0
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FUND SOURCE

1002 Federal Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1003 GF Match	0.0	0.0	0.0	0.0	0.0	0.0
1004 GF	50.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipt	200.0	50.0	50.0	50.0	50.0	50.0
1006 GF/MHTA	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY95) cost: \$ 0.0

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 Attached

Prepared by: Larry Jones
Division: Director, Division of Administrative Services

Phone: 465-5010
Date: 4/14/95

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

Date: 4/14/95

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Attachment for

FISCAL NOTE - Proposed SB28(s)

STATE OF ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION

The existing vehicle inspection and maintenance (I/M) program requires vehicles to be inspected on an annual basis. Vehicle owners must provide the Division of Motor Vehicles with an I/M certificate indicating that the vehicle has passed the emissions test in order to register their vehicle. SB-28(s) would require vehicles subject to I/M programs to be inspected and certified on a biennial basis, rather than the annual basis.

While providing relief to many vehicle owners, a biennial provision would make it harder to detect program evaders. A biennial program would provide owners who illegally register their vehicles to areas outside of an I/M program area, or who typically avoid registering their vehicles, a biennial opportunity to legally register their vehicles without dealing with the I/M requirements. In addition, the Department must treat each violator as a misdemeanor. Therefore, prosecution is expensive and time consuming. The combined conditions would encourage additional program evasion. The Department expects SB-28(s) to reduce program effectiveness by 5 to 15 percent. However, some of the reduction in effectiveness could be offset with minor program adjustments.

SB-28(s) addresses the enforcement concern by allowing a \$200 fine to be issued to an owner of a vehicle subject to an I/M program, which is caught being operated in an I/M area without a current and valid I/M certificate or sticker. The fine simplifies the enforcement effort and provides a relatively stiff penalty, which should help deter program evasion.

The proposed SB-28(s) would also allow the funds collected from the enforcement effort to be used by the Department to enhance the capability to electronically obtain and share enforcement related data with the Division of Motor Vehicles, and to conduct I/M enforcement efforts.

If SB-28(s) is passed, the Department would need \$250,000 in FY96 to for software development. The number of enforcement case loads would increase some, but could be handled by existing staff. The language concerning violations need to be put into both AS 23 and AS 46.14.510.

FISCAL NOTE

STATE OF ALASKA
1995 LEGISLATIVE SESSION

BILL NO. SB-28

Revision Date: 24-Mar-95
Title: Motor Vehicle Registration Fee/Emission Inspection
Sponsor: Senator Donley
Requestor: (S)TRA

Department Affected: Environmental Conservation
BRU: Environmental Quality
Component: Air Quality

COMPONENT SERIAL NO. 1428

Expenditures/Revenues: (Thousands of Dollars)

OPERATING EXPENDITURES	FY 96	FY 97	FY 98	FY 99	FY 00	FY 01
PERSONAL SERVICES	130.0	130.0	130.0	130.0	130.0	130.0
TRAVEL	12.0	12.0	12.0	12.0	12.0	12.0
CONTRACTUAL	100.0	100.0	100.0	100.0	100.0	100.0
SUPPLIES	8.0	8.0	8.0	8.0	8.0	8.0
EQUIPMENT	0.0	0.0	0.0	0.0	0.0	0.0
LAND & STRUCTURES	0.0	0.0	0.0	0.0	0.0	0.0
GRANTS & CLAIMS	0.0	0.0	0.0	0.0	0.0	0.0
MISCELLANEOUS	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL OPERATING	250.0	250.0	250.0	250.0	250.0	250.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0
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FUND SOURCE

1002 Federal Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1003 GF Match	0.0	0.0	0.0	0.0	0.0	0.0
1004 GF	250.0	250.0	250.0	250.0	250.0	250.0
1005 GF/Program Receipt	0.0	0.0	0.0	0.0	0.0	0.0
1006 GF/MHTIA	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY95) cost: \$ 0.0

POSITIONS:

FULL-TIME	2	2	2	2	2	2
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary.)

See Attached

Prepared by: Larry Jones
Division: Director, Division of Administrative Services

Phone: 465-5010
Date: 4/14/95

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

Date: 4/14/95

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Attachment for

FISCAL NOTE - SB28

STATE OF ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION

The existing vehicle inspection and maintenance (I/M) program requires vehicles to be inspected on an annual basis. Vehicle owners must provide the Division of Motor Vehicles with an I/M certificate indicating that the vehicle has passed the emissions test in order to register their vehicle. SB-28 would require vehicles subject to I/M programs to be inspected and certified on a biennial basis, rather than the annual basis.

While providing relief to many vehicle owners, a biennial provision would make it harder to detect program evaders. A biennial program would provide owners who illegally register their vehicles to areas outside of an I/M program area, or who typically avoid registering their vehicles, a biennial opportunity to legally register their vehicles without dealing with the I/M requirements. This opportunity could encourage program evasion. The Department expects SB-28 to reduce program effectiveness by 10 to 15 percent.

The Department presently has a case load of 4,000 potential program evaders. With a biennial program, the case load would likely double. In addition, the Department must treat each violator as a misdemeanor. Therefore, prosecution is expensive and time consuming.

If SB-28 is adopted in its current form, the Department would be faced with major enforcement efforts that would require, at a minimum, two new employees and additional time from the Department of Law to process the misdemeanor citations. Because of the level of effort involved with this form of enforcement, the Department believes these costs would be incurred annually, as indicated in the Fiscal Note.

FISCAL NOTE

STATE OF ALASKA

BILL NO: SB 28

1995 LEGISLATIVE SESSION

Revision Date: 2/3/95 Dept. Affected: Public Safety
 Title: An Act repealing an additional fee for motor vehicle registration not conducted by mail... BRU: Motor Vehicles
 Sponsor: Senator Donley Component: Field Services
 Requestor: S. TRA. COMPONENT SERIAL NO. 0502

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

OPERATING	FY 95	FY 97	FY 98	FY 99	FY 00	FY 01
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL EXPENDITURES	-0-	-0-	-0-	-0-	-0-	-0-
CHANGE IN REVENUES (1005)	(1,100.0)	(1,100.0)	(1,100.0)	(1,100.0)	(1,100.0)	(1,100.0)
Revenue Code						

FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GE Match						
1004 GE						
1005 GE/Program Receipts						
1005 GE/MHTIA						
Other						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

Estimate of current year (FY 95) impact: \$ _____

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.) SB 28 repeals the \$10 fee for those owners who do not renew their annual vehicle registration by mail. In FY 94 approximately 110,000 vehicle owners paid this fee generating \$1,100,000 in revenue. This amount of revenue is estimated to be the average amount for future years also. Passage of this bill will result in a loss of revenue and longer lines at Division of Motor Vehicle field offices.

Prepared By: Juanita Hensley Phone: 465-2650
 Division: Motor Vehicles Date: 2/7/95
 Approved by Commissioner: *Ronald L. Cite* Date: 3/7/95
 Agency: Ronald L. Cite, Dept. of Public Safety

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Tempest in a Tailpipe

States got the EPA to back down on its enhanced auto emissions testing requirement. But they still must find ways to clean their air.

BY ALEX DANIELS

When you look outside on a summer day, you generally see a clean air. Even when you look at the tailpipe of your car, you won't see much, says Denis Keschl of the Maine Department of Environmental Protection. It's hard to tell for sure.

Scientists speak from experience. Last year, Maine became the first state to use the first cost-to-management emissions auto inspection mandated by the U.S. Environmental Protection Agency. The high-tech, centralized emissions control program was designed to replace traditional tailpipe tests conducted at gas stations and satisfy requirements of the Clean Air Act. But things didn't go according to plan. The costly program proved to be overwhelmingly unpopular with the public, as well as politically explosive, and after only eight weeks, the operation was suspended.

In recent days, just fall, about a dozen Northeastern and Western states backed off the EPA-prescribed approach to finding smog levels in urban areas. Because a percent or two more smog they faced losing millions of dollars in federal highway funds. Then in December, the federal agency backed down and announced it would allow states greater leeway in designing their overall clean air strategy. As a result, it is possible that Maine and others will scrap any plans to use the new inspection system.

After passage of the Clean Air Act amendments in 1990, EPA regulators learned that states must utilize the latest in car inspection technology—a computerized exhaust test known as the IM 240. While traditional testing systems monitor cars as they idle, the new "treadmill" test is programmed to mimic various driving conditions in order to more accurately measure how much cars pollute.

The test involves placing the car on a dynamometer, as the treadmill is known, and revving it up to simulate highway

speed. In addition to testing for nitrogen oxide pollutants—something that the old idling test couldn't do—the new method also monitors whether fuel vapor is escaping into the atmosphere.

The EPA plan was for especially polluted states to administer the test every two years in centralized locations. If cars passed the test, their owners would have to pay for up to \$450 in repairs before

they have to make several trips back and forth between the test centers and repair shops, so-called "ping-ponging."

The first seeds of rebellion were sown in California, which persuaded the EPA last March to allow it to operate a hybrid program of testing at gas stations and centralized facilities. Northeastern officials have long looked to the Golden State as a barometer to forecast problems that might arise in their own efforts to clean the air. And they interpreted what



The IM 240, a sophisticated emissions test, has proved to be highly unpopular with the public, and states are fighting hard to stay off the treadmill.

they could be granted a waiver of the test requirements. EPA estimated that repair bills would not exceed \$150 for the average car that failed inspection.

But organizations representing motorists and service station owners, who currently perform tailpipe tests in a number of states, criticized the expense associated with the new treadmill tests. They also argued that the centralized test facilities were inconvenient. Drivers would

happen there to mean that EPA was open to negotiations.

So when New Jersey ran a pilot program using the treadmill test last fall, state officials didn't hesitate to voice their dissatisfaction, asserting that motorists were having to wait in line for up to three hours because of system failure. Bob Thompson, a spokesman for the New Jersey Department of Motor Vehicle Services, says that the IM 240 was inoperable 60 percent of

to 1996. The strategic timeframe for each state varies by jurisdiction.

Over the Maine continuation of the EPA's state efforts to provide and often extend test gear now to operate the equipment properly. Although EPA officials acknowledge that there were some initial problems with the test, John Calamus, director of state operations at the EPA's Office of Mobile Sources, agrees that the public backlash that followed the implementation of enhanced testing in Maine was not justified from a technical standpoint. "Early on they had a couple of snags. That happens," he says. "I've been in a shopping mall and had the lights go out. It doesn't mean we should have stopped malls."

But once it was revealed that the state government, John W. McKernan had pledged for a wood-chipping plant to utilize excess pollution credits generated by the increase in effectiveness of inspections (the dynamometer turned into political dynamite). Devising the notion that manufacturers could hold out more toxins at the expense of individual car owners, a grassroots campaign led by a group called Citizens for Sensible Emissions Laws gathered 55,000 signatures on a petition to repeal the state's stringent testing laws. If the legislature fails to kill the program, the debate will spill out of the statehouse next November in the form of a statewide referendum.

Pennsylvania, too, has put its entire program on hold. Pressured by the American Automobile Association and service station owners, legislators voted last fall to suspend the start date for enhanced testing. When then-governor Robert P. Casey vetoed the measure, he was promptly overridden by a comfortable margin. The state's new governor, Tom Ridge, campaigned on a platform that included abolishing the new system.

Since virtually all the affected states repudiated EPA's plan, New Jersey Assemblywoman Matthew Ogden thinks the threat of sanctions amounted to nothing more than a veil of smoke. "You can't sanction all of the Northeastern states," she says. "There would be a political uprising."

EPA Administrator Carol M. Browner announced at her December meeting with several Northeastern governors that although the aim of reducing pollution by 15 percent remains intact, along with the threat of sanctions for states that cannot meet this goal, EPA would grant states

States are re-examining the options available to them and questioning whether drivers should bear most of the burden of cleaning the air.

flexibility in how they want to achieve this end.

While enhanced inspections remain an option, policy makers could be more lenient on car drivers as long as it could be demonstrated that pollution could be reduced by alternate means. Delaware's natural resources secretary, Christopher A.C. Fulon, believes that meeting the Clean Air Act's requirements will still be a challenge, but the recent shift by the EPA will allow states to look at the whole menu. States are now re-examining the choices available to them and questioning whether car drivers should bear most of the burden of cleaning the air.

The problem is that when it comes to air pollution, cars are the single largest contributor to the mess. It is estimated that more than half of all ozone production is attributable to auto emissions. Working against the drive to deep-six the program are a host of environmental administrators, motor vehicle officials and health lobbyists. They point out that setting their cross hairs on cars is about 10 times more cost-effective for states than focusing on stationary sources.

Still, the general public has a hard time understanding the emphasis placed on car testing, particularly because they know that most newer cars have computerized systems that reduce emissions. While proponents of the treadmill test explain that the test computer is able to interact with the car system to accurately diagnose breakdowns, Douglas L. Lawson, a research professor at the Desert Research Institute, stresses that people who directly look for smog-reducing technology when they purchased a car shouldn't be subject to enhanced testing. "It's like giving everyone an aspirin because one person has a headache," he says.

Maryland went ahead and began using the treadmill system in January. However, in what motor vehicle Administrator W. Marshall Rickett called a "customer-friendly" action, the state decided

at the last minute to exempt vehicles manufactured before 1984 and after 2004—any that of all automobiles in the state. One reason the enhanced test has not generated much opposition there and in Connecticut, which is scheduled to begin using it in April, is that both have been operating centralized inspection centers for standard tailpipe tests. Drivers were already accustomed to the idea of traveling 20 miles to have their cars' emissions checked.

Other vehicle-related options include targeting truck and bus fleets, conducting random roadside tests and reducing the minimum amount spent on repairs before test waivers are granted. Which methods will ultimately be used in each state depends upon a range of political, budgetary and technical factors. The difficulty of choosing a program is compounded by the fact that environmental groups and contracted providers of test services in some states have threatened lawsuits if the EM 240 is not utilized.

Many officials agree, however, that making a decision now could be pointless, due to a belief that the mid-term elections reflect a new anti-government political reality. Although the EPA has reaffirmed its position that the pollution reductions spelled out in the Clean Air Act must be met, there is a growing feeling that the political tide that ushered in the Clean Air amendments has ebbed. And there are rumblings that the 104th Congress might revisit the Act itself and gut it, if many key environmental regulations.

Fearing that the entire federal clean air program has been reopened for debate, champions of the enhanced test are focusing their efforts less on its implementation than on convincing policy makers of its very necessity. Citing their belief that enhanced programs will appeal to a public genuinely concerned about clean air, proponents hope that a reconsideration of the Clean Air Act will direct the public to focus on its successes.

"I do not believe that the November election was a mandate for rolling back environmental programs," says Eden Besa of the Maryland chapter of the American Lung Association. "Politicians who believe that do so at their own peril."

While the debate continues, however, it appears that the movement toward implementing enhanced inspection programs will be left spinning its wheels. ☐

EPA Message Mixed on Clean Air Act Dates

The U.S. Environmental Protection Agency continues to send a mixed message to states struggling to comply with federal clean air laws.

Sanctions against California for failure to meet a Nov. 15 Clean Air Act deadline were on again then off again in January. Shortly after it threatened to withhold as much as \$600 million in federal highway funds, the agency relented and said it would not keep funds from the earthquake ravaged state. But unless California can work out a compromise on how it deals with certain

EPA automobile exhaust testing rules, its highway funds could be in jeopardy next year.

Thirty-eight states passed legislation last year to implement new federal requirements for automobile emission inspection and maintenance (I/M) programs to avoid such sanctions. However, many passed enabling legislation under protest, questioning the value of a new, expensive program of unknown effectiveness.

Believing the EPA sanctions were toothless, Louisiana legislators decided to stop

implementation of the enhanced I/M program in affected areas of their state. And Louisiana Senator Joseph Sevario is heading a coalition of states that will seek amendment of the EPA's rules on the program. The group is committed to cutting air pollution, but wants to concentrate on more reasonable and cost-effective methods to accomplish the goals of the Clean Air Act. An initial meeting last November included representatives from Louisiana, Delaware, Arizona, Colorado and California.



Illinois and Indiana were also threatened in January with loss of highway funds—EPA said it would hold back as much as \$700 million for Illinois and up to \$280 million for Indiana—but both states were expected to meet the requirements early this year.

Indiana could not fully fund the new I/M program last year, so did not pass the legislation. Illinois simply did not consider the issue before the Legislature adjourned for the year, but has since done so in the 1994 session.

The EPA has issued options for California, and presumably other states, to implement the I/M program. These options include exempting newer cars from the EPA-mandated program. Instead, newer cars could be tested in a less expensive program similar to the one California currently has in place. Another option would be to allow only current Smog Check (the current California test program) stations to be eligible for certification as repair stations. EPA has also recommended a buy-back program for current test equipment.

Inspect Schools and Day-Care Center Lead?

Though few states check schools and day-care centers for lead-based paint, bills introduced recently in Congress could require such inspections.

"The problem with this is that it diverts attention from the major problem area [homes]," notes Bob Schlag, associate chief of California's Childhood Lead Poisoning Prevention Program.

State legislation has focused on eliminating lead hazards in homes. Most of the 190 bills introduced in 1993 dealt with lead hazards in residences. New York and Vermont had bills requiring inspections of schools and child-care facilities for lead. New York's bill failed.

In most lead poisoning cases, state officials point out, children are exposed before they enter school.

Schlag admits that lead

hazards in schools and day-care centers have not been adequately studied and warrant evaluation and analysis. But, he adds, "Inspecting schools would cause unnecessary hysteria and greatly burden limited education budgets while providing only a minimal public health benefit."

A recent U.S. General Accounting Office (GAO) survey of 16 states and 57 school districts found that most have no laws or policies requiring schools or child-care facilities to be inspected for lead.

Minnesota and North Carolina, however, do conduct regular inspections in some child-care centers. And Illinois inspects for lead-contaminated soil, a major contributor to poisoning.

Of the school districts in the GAO survey, 30 tested

drinking water, which is required under federal law. Nine tested for lead-based paints, and three checked for lead-contaminated soil.

South Carolina, a state that does inspect such facilities, found 18 percent of the child-care centers and foster homes it tested did contain lead hazards.

In two Charleston church-based centers, more than 40 percent of the children had elevated lead levels in their blood, and three needed medical attention.

Such examples make it "worthwhile to examine these centers for lead hazards and clearly worthwhile to screen children in the centers," concludes Routh Reigert, professor of pediatrics, Medical University of South Carolina, and a supporter of school inspections.

The air down here

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5

Four years after its passage, the 1990 Clean Air Act is coming to crisis

by Will Nixon

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In the United States, the ill winds blow in many directions. From her house near the Maine coast, Lee Buffinton can watch a brown bank of summer smog, which migrates up the Atlantic seaboard every summer, wash inland from the ocean to ruin her day. With her scarred lungs, a legacy of childhood illnesses, she is a human pollution monitor able to tell when the ozone levels rise above her state's safety standard, as they do more than thirty days every summer. She must quit her gardening or tennis and take to a hammock with a cup of herbal



Lee Buffinton, an asthma sufferer, can watch the smog blow in from the ocean during summer days in Maine.

tea because any exercise would make her sick. "I can get a scratchy throat, congestion, a headache. That can work itself into coughing, wheezing, shortness of breath," she says. "Just hiking up the hill from my garden does it."

Gloria Inverso lives in "Rocky" country near the Italian market and

Will Nixon is Associate Editor of E Magazine

the famed Pat's Cheese Steak stand in South Philadelphia. She is the third generation on her block of look-alike brick row houses (which tourists often peer into, expecting to see the nineteenth century). But in 1989 the city rezoned her neighborhood, opening the way for the fifty-four auto repair and auto body shops she now counts within six square blocks. Inverso also faces dry cleaners, sign painting shops—all in all, a major pollution source divided into dozens of parts. Her ordeal began at the Labor Day block party in 1990, when she arrived late and

found that everyone had already taken their picnic food inside because the boys had come down with bloody noses from breathing air that smelled like bords and bottles of nail polish remover. Since then, Inverso has had two dogs die. A neighbor's cat went crazy after three weeks of sitting in the windowsill. "Birds have dropped dead like a Raid commercial with their feet in the air," she says. "Everybody sounds like they have a cold 365 days a year." She loses her breath sometimes just walking up a few stairs, and she has shed thirty to forty pounds. "I have mucus in my chest and sinus drips. I can't eat. It's a great weight loss program for anyone who doesn't want to spend money."

To live in Altgeld Gardens on

the south side of Chicago, a neighborhood ringed with chemical factories and fronted by a sewage treatment plant, Patricia Jackson of People for Community Recovery needs two basic pieces of asthma equipment: a steroid inhaler used twice a day and a medicated inhaler used five times a day. "If I didn't, I'd be gasping for breath every half hour," she says. Before she moved here, an inhaler would last her six months to a year; now she buys a new one every month. And she's not alone. "If someone sees you use an inhaler, they say, 'Oh you've got asthma too.' It's very common here," she adds. "Some people are confined to their homes with respiratory machines, and two died from asthma this winter. I was speaking on the phone with a woman in Denver, Colorado, who works at the National Jewish Center. As soon as she heard where I live, she said, 'You've got to get out of there.' I know, but it's not that easy."

In 1990, President Bush signed the Clean Air Act Amendments, a legal behemoth more than 700 pages long designed to solve countless problems like these. All told, this multifarious law aims to reduce toxic air emissions by over 70 percent; cut the sulfur dioxide emissions that cause acid rain by almost 50 percent; phase out chlorofluorocarbons and other ozone-depleting substances; and ensure that the vast majority of Americans live in areas with healthy air by the year 2000—a no small task, since the Environ-

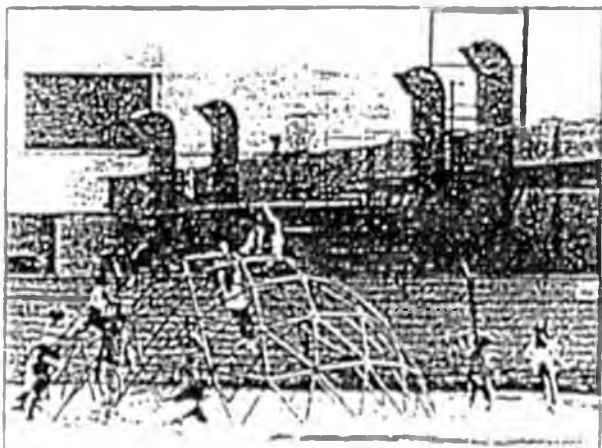
muggy summer night, and half of the people in the audience had raspy voices and coughs. Someone said, 'What is this pollen?' I said, 'I think it's the air pollution.' They looked at me like, 'What?'"

The Clean Air Act itself does not help. To the ordinary citizen, it is a Pandora's box of atmospheric pollution chemistry, abstruse policy concepts, and acronyms galore. Anyone wanting to join the fun

asthma, respectively, though stringent air quality regulations would also bring them relief. GHASP (Galveston Houston Alliance to Stop Pollution) has just a dozen members agitating for a tough state air plan, even though Houston has an ozone problem second only to that of Los Angeles. GHASP leader Brandt Mannchen comments that local conservation issues such as protecting Galveston Bay attract

control the pollution because we're still breathing it."

Indeed, one of the best-kept secrets of the Clean Air Act is that, when it is enforced, it works. Without it, we might be living by now in the "air noir" atmosphere of the movie "Batman" or of metropolises like Mexico City, where you can read your fate in the black smoke signals rising from the tailpipes. Since it was first passed in 1970, the



The EPA estimates that 140 million Americans live in counties prone to air pollution.

must learn fluency with the terms SIP, NO_x, RACT, MACT, VOC, HOV, ECO, UAM, and VMT. (Pop quiz: Which is a complicated way of saying "Leave the car at home?") Indeed, one activist in Washington, D.C., has found the campaign for state smog-reduction plans to be the most difficult he has ever worked on.

In defense of all the complexity, Bill Sessa, a spokesman for the California Air Resources Board, quotes a federal official who once said, "Even the simplest air quality issue is more complicated than the most complex water or solid waste issue." But the upshot is that Clean Air Act issues tend to remain the purview of full-time clean air professionals—advocates, public officials, and industry lawyers, who understand its concepts and speak its language.

Gloria Inverso and Patricia Eckert focus their community work on air quality issues and on promoting

the country—the story is the same: food labeling is more likely to be on the agenda than ozone.

With public involvement in clean air policy low, and only a limited number of beleaguered air quality advocates to defend it, the Clean Air Act has become an easy target of criticism. It is now fashionable, in many Washington circles, to regard the Act as a dinosaur typical of an outdated "command and control" approach. "Newer environmental thinking calls for upfront pollution prevention rather than end-of-the-pipeline controls, and that's great," says Layne Mardock of the Clean Air Network, a national umbrella organization of clean air advocates. "But you can't throw the baby out with the bathwater. I'll be the first to throw my hat in the air when air pollution has been prevented, but not when it has not. I'll accept no con-

One of the best-kept secrets of the Clean Air Act is that, when enforced, it works.

more public support. And when one checks in with asthma support groups in Los Angeles—surely the most likely hotbeds of grassroots clean air activism in

Clean Air Act has dramatically cleaned up our skies by filtering our industrial economy, adding everything from catalytic converters on cars to smokestack scrubbers on coal-burning utilities. Between 1983 and 1992, airborne lead fell 89 percent as leaded gasoline was phased out. Carbon monoxide fell 34 percent, even as Americans drove 37 percent more miles. Ozone, a tricky one to average because it varies so much with hot and cool summers, declined about 10 percent.

Even the effects of the 1990 Amendments have already registered at the air monitors. In twenty-eight metropolitan areas with winter carbon monoxide problems, for instance, the EPA made gas stations switch to oxygenated gasoline that costs up to five cents a gallon extra but burns cleaner. In 1992, these areas saw their peak levels of carbon monoxide drop by 13 percent—virtually eliminating violations of the carbon monoxide standard.

And the Clean Air Act is having benefits in other areas, as well. It amounts to an industrial development policy for new pollution control equipment. The EPA cites a recent study showing that equipment that reduces production of the toxic air pollutant

Washington State
1/m Requirements

or greater than 8 ft. In width. Fee: \$5 for movement permit, required when moving unless moved by a licensed transporter or dealer.

MOTORCYCLE INFORMATION

Required Equipment: Protective glasses, goggles or windscreen; two rear-view mirrors. Helmets required on all operators and riders. Children under 5 are not allowed to be transported.

Driver's License: Required (endorsement of regular license); valid for four years; expires on licensee's birthday. Original endorsement \$10. Renewal \$7.50.

License Plates: Required; valid for one year; expiration staggered throughout the year.

Title: Required; fee, \$4 plus sales or use tax, \$1 filing fee plus \$27.85 basic fee, plus excise tax.

Daytime Headlight: While operating a motorcycle during daylight hours, the use of a headlight is required.

Special Driving Rules: Lights required on at all times; riding between lanes prohibited.

MOPEDS

Registration: Required. Fee, \$8.50 original, renewal yearly, \$7.50.

Driver's License: Valid driver's license required, valid for four years.

Minimum Age: 16.

Safety Equipment Required: Headlamp, red tail light, red stop light, white license plate light, red reflector on each side at rear, amber reflector on each side of front, rear-view mirror and brakes on each wheel. If moped does not have windshield, driver must wear goggles, glasses, or a face shield for eye protection. Helmets on all operators and riders. No riders 5 or under.

Special Driving Rules: Cannot be ridden on bicycle path or trail, equestrian (horse) trail, hiking or recreational trail, sidewalk, or upon any fully controlled limited access highway.

MOTORIST LIABILITY LAWS

Financial Liability Law: Mandatory Liability Insurance Law: Financial Responsibility Law: Has security and future-proof type law applicable in event of accident causing property damage in excess of \$500 to one person's property or personal injury requiring attention of doctor or death. Minimum financial responsibility limits: \$25,000/\$50,000/\$10,000.

As of 1-1-90, motorists must carry on their person proof of auto insurance or financial. Carries a \$475 fine for noncompliance and applies to out-of-state motorists with similar proof-of-insurance cards.

State has Nonresident Service of Process Law.

ACCIDENT REPORTS

Accidents involving death, personal injury or property damage of \$500 or more to one person's property must be reported within 24 hours to chief of police if in city, to county sheriff or state patrol if outside city.

BAIL BOND

Statutory recognition of AAA arrest bond certificates for traffic infractions does not cover driving while intoxicated.

CHEMICAL TEST LAW

Has law with implied consent provision. Breath test authorized. Presumptive level: .10%. Driving (riding) a moped, bicycle, or horse while under the influence of alcohol is illegal and a punishable offense.

MOTOR VEHICLE INSPECTIONS

Safety: Required on out of state vehicles before purchasing licenses in Washington, and on vehicles which have been salvaged. Also required as a result of a citation for defective equipment on all salvaged vehicles.

Emission: Annual emission tests in King County and Spokane. Washington State Patrol 'spot checks' have been ruled unconstitutional and discontinued.

NONRESIDENT VIOLATOR COMPACT

State is not a member.

HIGHWAY PATROL/STATE PATROL

Headquarters, General Administration Bldg. AX-12, Olympia, WA 98504; Commanding Officer, George B. Tellevik, Chief, (206) 753-6540, (FAX) (206) 753-2492.

WEST VIRGINIA

Jane L. Cline, Commissioner, Division of Motor Vehicles, 1600 Washington, East Charleston, WV 25317, (304) 348-3900.

MOTOR VEHICLE REGISTRATION

Proof of Vehicle Ownership: Required. Certificate of Title must be obtained immediately upon registration in West Virginia. Application must be made to Department of Motor Vehicles and must be accompanied by previous owner's assigned Certificate of Title and Federal Odometer Statement (if vehicle is less than 10 years old). Fee, \$5. All liens on vehicle must be recorded with Motor Vehicle Department. Fee, \$5. Mobile homes pre-titled.

Upon transfer of ownership, seller must deliver endorsed Certificate of Title to buyer within sixty days.

Size Limits:

Total length: 50 ft.
Trailer length: 35 ft.
Width: 8 ft.; 8 ft. 6 in. for recreational vehicles.
Height: 14 ft. Trailers exceeding size limits may be operated under permit issued by the Highway Division.

Special Provisions: Riding in towed trailer prohibited, except in fifth-wheel haulers with safety glazing in windows, unobstructed exit that can be opened from inside or outside, and with driver-passenger communication. Riding in pickup camper permitted. Camping in rest areas prohibited. Maximum of one boat or general utility trailer may be towed behind passenger or pleasure vehicles. Total length of both not to exceed 50 ft.

MOTORCYCLE INFORMATION

Required Equipment: Helmet required for all operators and passengers; rear-view mirror, brakes, horn, fenders, muffler, tires approved for highway use, turn signals, license plate and registration and required.

Driver's License: Motorcycle endorsement added to regular operator's license. Fee, \$30. Renewal \$7.

Applicants 16-18 years old must complete a motorcycle rider education course before they may obtain a motorcycle endorsement.

License Plates: Fee, \$9 plus one-time plate fee of \$1.50; valid for two years, expiring on day and month issued.

Title: Required. Fee, \$10.

Daytime Headlight: While operating a motorcycle during daylight hours, the use of a headlight is required.

Special Driving Rules: Lights required to be on at all times; riding between lanes prohibited. Operation on limited access highways permitted.

MOPEDS

Registration Plates: Fee, \$9 plus one-time plate fee of \$1.50; valid for two years, expiring on day and month issued.

Driver's License: Driver's license. Fee, \$26.25.

Minimum Age: 16.

Required Equipment: Same as motorcycle, except turn signal lights are not required equipment. Passengers not allowed.

Title: Required. Fee, \$10.

MOTORIST LIABILITY LAWS

Financial Responsibility Law: Has future-proof law for uninsured accidents. Minimum financial responsibility limits: \$25,000/50,000/10,000.

Oregon State
1/3 Requirements

State has Nonresident Service of Process Law and Guest Suit Law. Mandatory one year license suspension for involvement in an uninsured accident.

State has "add-on," no-fault insurance law. Sale and purchase mandatory. Benefits: Medical \$10,000; 70% of wage loss up to \$1,250 monthly (maximum 52 weeks); \$30 per day loss of services (14-day retroactive waiting period and maximum 52 weeks). General damages: no limit.

Owners must certify liability insurance when renewing registration plates.

ACCIDENT REPORTS

Accidents involving injury, death or property damage in excess of \$400 must be reported to chief of police of the city or sheriff of the county in which accident occurred or Motor Vehicles Division within 72 hours.

BAIL BOND

Mandatory recognition of AAA arrest bond certifies up to \$200, with specified exceptions.

CHEMICAL TEST LAW

Has law with implied consent provision. Breath, blood or urine tests authorized. Presumptive level .08%; commercial motor vehicle operators .04%; under 21, anything over .00%. Driving (riding) a moped, bicycle, or horse while under the influence of alcohol is illegal and a punishable offense. Administrative License Suspension law.

Drivers under 18 years, presumptive level - anything over .00%.

MOTOR VEHICLE INSPECTIONS

Safety: State police may conduct roadside inspections. Biennial emissions inspection in the Portland metro area and Jackson and Multnomah counties.

Emission:

NONRESIDENT VIOLATOR COMPACT:

State is not a member.

HIGHWAY PATROL/STATE POLICE

Office of Superintendent of State Police, 107 Public Service Bldg., Salem, OR 97310. Commanding Officer, Reginald B. Madsen, Superintendent of State Police. (503) 378-3720.

MOPEDS

Registration: Required before operation on highway unless a retail purchase which must be registered within 5 days. Fee, \$5. License plate issued. No title issued. No renewal fee required. Social Security number is required. The DMV is authorized to refuse to issue or renew the registration of a driver's license upon a finding that there are overdue or unpaid fines or forfeitures.

Driver's License: Class M2 license or M2 endorsement required. Fee \$5. After 1-1-94 license will be required. Social security number is required. The DMV is authorized to refuse to issue or renew the registration of a driver's license upon finding that there are overdue or unpaid fines or forfeitures.

Minimum Age: 16 with completion of driver training.

Safety Equipment Required: Headlamp, tail lamp, stop lamp, side and rear reflectors, brakes, mirror, horn and muffler. Helmets are required.

MOTORIST LIABILITY LAWS

Financial Responsibility Law: Financial responsibility required of every driver and owner of a motor vehicle at all times. Driving without such proof punishable in case of injury or property damage accident in excess of \$500 by suspension of driving privilege. Minimum financial responsibility limits: \$30,000/15,000/5,000.

State has nonresident service of Process Law. Guest may sue driver.

ACCIDENT REPORTS

Accidents involving death or personal injury must be reported to Highway Patrol or local police within 24 hours. Accidents resulting in death, personal injury or property damage in excess of \$500 or more must be reported, on special form SR1, to Department of Motor Vehicles, Financial Responsibility Office, Sacramento, within 10 days.

BAIL BOND

CALIFORNIA

1/17/94

CHEMICAL TEST LAW

Has law with implied consent provision, and unlawful limits. Blood, breath, urine tests authorized. Presumptive level .08%; minors .05%. Driving (riding) a moped or bicycle while under the influence of alcohol is illegal and a punishable offense. Administrative License Suspension law.

MOTOR VEHICLE INSPECTIONS

Safety: Not required.

Emission: Statewide on original transaction, upon transfer in most counties for most vehicles.

Biennial emission inspection includes the following counties: Alameda, Butte, Colusa, Contra Costa, El Dorado, Fresno, Glenn, Kern, Kings, Los Angeles, Madera, Marin, Merced, Monterey, Napa, Nevada, Orange, Placer, Riverside, Sacramento, San Bernardino, San Diego, San Francisco, San Joaquin, San Luis Obispo, San Mateo, Santa Barbara, Santa Clara, Santa Cruz, Shasta, Solano, Sonoma, Stanislaus, Sutter, Tehama, Tulare, Ventura, Yolo, and Yuba.

NONRESIDENT VIOLATOR COMPACT

State is not a member.

HIGHWAY PATROL/STATE POLICE

Headquarters, 2555 First Ave. Sacramento, CA 95818.
Commissioner, M.J. Hannigan, (916) 657-7152.
(FAX) (916) 657-7324. Mailing address: P.O. Box 942898, Sacramento, CA 94298-0001.

COLORADO

John Tipton, Executive Director, Department of Revenue, State Capitol Annex, Denver, CO 80261
Dee E. Hartman, Director, Motor Vehicle Division, 140 W. Sixth Ave., Denver, CO 80204. (303) 623-9463.

MOTOR VEHICLE REGISTRATION

Proof of Vehicle Ownership: Required. Application for Certificate of Title must be secured through the clerk and recorder of the county in which the applicant resides, except in Denver, where title is issued through Denver Motor Vehicle Department.

Upon transfer of ownership, Certificate of Title must be endorsed by seller and delivered to buyer for surrender to the county clerk in county of buyer's residence within 45 days. Thereupon issuance of new Certificate of Title to buyer becomes evidence of his ownership. Fee for issuance of Certificate of Title \$5.50; duplicate certificate, \$3.50.

Registration: Staggered. Upon purchase of new car, motorist has 45 days to apply to local county clerk for registration; new resident must apply within 45 days. Period of grace 30 days.

	MONTH			YTD		
	AMOUNT	NUMBER	ADJUST	AMOUNT	NUMBER	ADJUST
REGISTRATION FEES						
R01 MOTOR VEHICLE	2,179,645.00	59,156	818	20,415,491.70	533,787	7,246
R02 SNOW MACHINE	628.00	130	3	21,476.00	4,405	51
R03 NR COMMERCIAL TRIP PERMIT	4,390.00	89	4	41,197.00	427	50
R04 DEALER			1	121.00-	3	10
R05 PRORATE	1,582.00	8	3	129,342.00	186	12
R06 DUPLICATE REGISTRATION	1,316.00	395	15	16,522.00	4,671	208
R07 SERVICE FEE	108,859.25	11,873	198	1,049,853.75	113,668	1,397
TOTAL REGISTRATION FEES	\$ 2,296,420.25	71,651	1,042	\$ 21,673,761.45	657,147	8,974
TITLE / LIEN FEES						
01 TITLE	117,125.00	23,907	620	1,048,216.00	215,694	6,710
102 LIEN	38,053.00	7,759	178	322,037.00	66,115	1,904
TOTAL TITLE / LIEN FEES	\$ 155,178.00	31,666	798	\$ 1,370,253.00	281,809	8,614
TOTAL REG/TITLE FEES	\$ 2,451,598.25	103,317	1,840	\$ 23,044,014.45	938,956	17,588
DRIVER LICENSE FEES						
D01 ORIGINAL	51,180.00	4,384	161	492,650.75	39,956	1,627
D02 DUPLICATE	32,725.00	3,029	117	341,795.00	31,430	1,138
D03 RENEWAL	83,140.00	5,740	156	696,563.00	47,282	2,103
D04 SD FEE		176		420.00-	1,840	6
D07 RESTATEMENT	49,335.00	495	14	563,833.00	5,652	253
D08 LISTED						
D09 RENEWAL MAIL-IN	24,480.00	1,510	43	266,133.00	16,583	243
D10 ROAD TEST	34,374.00	2,115	43	322,344.00	19,312	251
D11 RESTATE W/PRIOR ACTION						
TOTAL DRIVERS LICENSE FEES	\$ 275,234.00	17,469	534	\$ 2,682,890.75	162,055	5,621
COMMERCIAL DRIVER LICENSE FEES						
C01 ORIGINAL	38,805.00	571	24	292,742.00	4,930	166
C02 DUPLICATE	5,035.00	546	8	47,149.00	2,402	84
C03 RENEWAL	340.00	49	1	5,559.00	960	8
C04 NO FEE		62		300.00-	710	3
C09 CDL RENEWAL MAIL-IN				303.00	3	
TOTAL COMMERCIAL DRIVER	\$ 44,180.00	928	33	\$ 345,453.00	9,005	261
IDENTIFICATION CARD FEES						
I01 ORIGINAL	28,050.00	1,985	61	178,734.00	14,852	557
I02 DUPLICATE	9,165.00	918	30	89,245.00	8,908	271
I03 RENEWAL	6,210.00	621	19	64,790.00	6,480	155
I04 NO FEE	100.00-	211	1	500.00-	1,971	5
TOTAL IDENTIFICATION CARD FEES	\$ 35,345.00	3,735	111	\$ 302,269.00	32,211	988
TOTAL DRIVER FEES	\$ 154,759.00	22,132	678	\$ 3,330,620.75	203,271	6,870
TOTAL REG/TITLE/DR/ID FEES	\$ 2,806,557.25	125,449	2,518	\$ 26,374,635.20	1,142,227	24,458

S B

3 4

**SENATE COMMITTEE REPORT
First Committee of Referr**

DATE: 1/14/95

FURTHER: State Affairs
Resources
Finance

Date of 5-Day Notice: 2/16/95
(in accordance with Uniform Rule 23)

DATE TURNED
INTO OFFICE: 2/21/95

Transportation Committee considered SB 34

Amending the area within designated marine park units of the Alaska state park system, and adding marine park units to the Alaska state park system.

and recommends:

- | | be replaced with _____ CS _____ (_____)
- | | adopt previous _____ CS _____ (_____)
- | | attached amendment(s)
- | | adopt Letter of Intent by _____ Committee
- | | further referral to the _____ Committee

Senate Bill:
| | same title
| | new title
House Bill:
| | technical change
| | new: SCR# _____

SIGNING WITH RECOMMENDATIONS:	DP	DNP	NR	AM
<i>[Signature]</i>	X			
<i>[Signature]</i>	X			
<i>[Signature]</i>		X		
<i>[Signature]</i>				
CHAIR: <i>[Signature]</i>	✓			

NEW FISCAL NOTE(S):

Department	Date	Zero	Fiscal
DNR	1/2/95	✓	

PREVIOUS FISCAL NOTE(S):*

Department	Date	Zero	Fiscal

| | APPROPRIATION -- no fiscal note

*include fiscal notes accompanying Governor's bill



SENATOR JIM DUNCAN
ALASKA STATE LEGISLATURE

2/21/95

Alaska State Senate

State Capitol • Room 119 • Juneau, Alaska 99801-1182 • (907) 465-4766 • Fax 465-4748

SPONSOR STATEMENT

SB 34, Establishing the

CHANNEL ISLANDS STATE MARINE PARK

This bill designates 14 islands in the Juneau area as the Channel Islands Marine Park, under the authority of AS 41.21.300.

This legislation was introduced at the request of the Juneau Area Parks Advisory Board that these islands be preserved for the recreational use of the public under the management of the Alaska State Division of Parks and Outdoor Recreation. I introduced similar legislation in 1991, however it did not pass at that time.

There is no private land within the boundaries of the proposed Channel Islands Marine Park. The islands to be included in the State Marine Park are Suedla, Battleship, Indian, Coghlan, Portland, Cohen, Aaron, Bird, Gull, Benjamin, North, Ralston, and Lincoln Islands. A portion of Shelter Island is already in Marine Park status and this bill would add the remaining non-private land on the island to the Channel Islands Marine Park.

Marine Park status will enable us to maintain the natural, cultural, and scenic values of these islands, as well as providing for continuation of current lawful uses of the areas, including fishing and hunting.

The Channel Island Marine Park carries a zero fiscal note from the Department of Natural Resources. I urge your support for SB 34.

FISCAL NOTE

STATE OF ALASKA

BILL NO. SB34

1995 LEGISLATIVE SESSION

Revision Date: 24-Jan-95 Dept Affected: Natural Resources
 Title: Juneau Channel Islands Marine Park Bill BRU: Parks & Recreation Management
 Component: Parks Management
 Sponsor: Senator Duncan
 Requestor: _____ Component Serial No. 452

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY96	FY97	FY98	FY99	FY00	FY01
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0
CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY95) cost: \$ None

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)

Existing recreation use leaves trash and starts duff fires from poor fire site choice. Parks staff can assist in minor signing of boat launches and heavy use areas to encourage park visitors to take out trash and use good fire pits. Signage and occasional patrols can be done with no additional funding. Fire fighting is done by the U.S. Forest Service under statewide agreement. Volunteer groups have indicated their willingness to assist in trash clean-up.

Prepared by: Neil Johannsen Phone: 782-2800
 Division: Parks & Outdoor Recreation Date: 24-Jan-95
 Approved by Commissioner: _____ Date: _____
 Agency: Natural Resources

PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE

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LEGISLATIVE AFFAIRS AGENCY
STATE OF ALASKA

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Mail Stop 3101

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

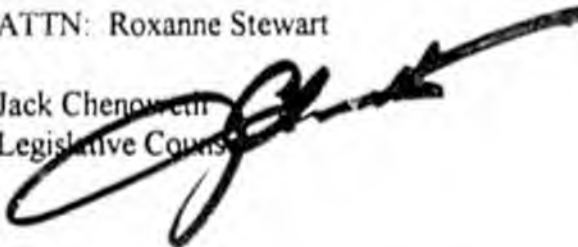
MEMORANDUM

January 24, 1995

SUBJECT: Senate Bill 34, amending the area within marine park units and adding marine park units: sectional analysis (Work Order No. 9-LS0379\C)

TO: Senator Jim Duncan
ATTN: Roxanne Stewart

FROM: Jack Chenoweth
Legislative Counsel



The bill would modify the area within the Shelter Island marine park unit and add additional marine park parcels collectively described as "Juneau Channel Islands."

Bill section 1 sets out legislative findings and a statement of purpose for the measure.

Bill section 2 amends the legal description of the existing Shelter Island marine park unit, adding upland parcels and limiting the seaward dimension of that unit to the 20 fathom bathymetric line around the parcels designated.

Bill section 3 adds additional marine park units in Lynn Canal in the vicinity of Lynn Canal and Auke Bay, Juneau, including, if I've read the notes correctly, Aaron, Battleship, Benjamin, Bird, Coghlan, Cohen, Gull, Indian, Lincoln, North, Portland, Ralston, and Suedla Islands, all to the 20 fathom bathymetric line around each island.

JBC:pl
95-016.plm

enhance the purposes of the park as expressed in AS 41.21.180. Land acquired by the department under this subsection becomes a part of the Point Bridget State Park. (S 1 ch 23 SLA 1988)

Revisor's notes. — Enacted as AS 41.21.180(c). Renumbered in 1988.

Sec. 41.21.183. Designation of management responsibility.
(a) The state-owned land and water described in AS 41.21.181 is assigned to the department for control, maintenance, and development consistent with the purposes and provisions of AS 41.21.180 — 41.21.183.

(b) The Department of Fish and Game is responsible for the management of fish and game resources in the Point Bridget State Park, consistent with the sustained-yield principle and the purposes and provisions of this chapter. The Board of Fisheries, the Board of Game and the commissioner of fish and game are responsible for adopting regulations governing uses of fish and game under AS 16. The fish and game habitat and breeding areas shall be managed to ensure that the fish and game resources of the park continue on a sustained-yield basis.

(c) The department shall consult with the Department of Fish and Game before adoption of regulations governing public use of the Point Bridget State Park.

(d) The Department of Fish and Game shall consult with the department before adoption of regulations governing fish and game management in the Point Bridget State Park. (S 1 ch 23 SLA 1988)

Revisor's notes. — Enacted as AS 41.21.184. Renumbered in 1988.

Article 3. Alaska Marine Parks.

Section	Section
300. Declaration of purpose	304. Designated land and water
302. Management of marine parks	306. Incompatible uses

Legislative history reports. — For information concerning the adoption of House intent statements relating to ch. 64, SLA 1983, see 1983 House Journal, pp. 2061 and 2063.

Sec. 41.21.300. Declaration of purpose. (a) The purpose of AS 41.21.300 — 41.21.306 is to establish, subject to valid existing rights, the state-owned or acquired land and water described in AS 41.21.304 as marine park units of the Alaska state park system. The primary purposes in establishing the land and water areas described in AS 41.21.304 as marine park units of the Alaska state park system are to

- (1) maintain natural, cultural, and scenic values;
- (2) maintain fish and wildlife resources and lawful existing uses of these resources;
- (3) promote and support recreation and tourism in the state.

(b) The land and water described in AS 41.21.304 is dedicated as special purpose sites under art. VIII, § 7 of the state constitution, § 1 ch 64 SLA 1983.

Revisor's notes. — Enacted as AS 41.20.530. Renumbered in 1984.

Sec. 41.21.302. Management of marine parks. (a) The state land and water described in AS 41.21.304 is assigned to the department for control, maintenance, and development consistent with the purposes and provisions of AS 41.21.300 — 41.21.306.

(b) The Department of Fish and Game is responsible for the management of fish and game resources on the state land and water described in AS 41.21.304 consistent with the purposes of AS 41.21.300 — 41.21.306. The Department of Fish and Game shall give written notice to and consult with the department before adoption of regulations governing fish and game management in a marine park unit of the Alaska state park system.

(c) The department shall develop a management plan for each marine park unit of the Alaska state park system to determine the specific purposes and uses for the unit. The commissioner shall give written notice and consult with the Department of Fish and Game, proximately located municipalities of the state, proximately located private landowners, the United States Forest Service, organizations concerned with conservation, recreation, and tourism, and other interested parties during the preparation of a management plan for a marine park unit of the Alaska state park system. A management plan required under this subsection shall be completed by June 14, 1995, for each marine park unit established before June 14, 1990, and within five years of the establishment of the unit for units established after June 13, 1990.

(d) The commissioner may not restrict the exercise of fishing, hunting, or trapping rights permitted under law or under a regulation of the Board of Fisheries or the Board of Game within a marine park unit of the Alaska state park system.

(e) The commissioner shall allow the development of aquaculture facilities within a marine park unit of the Alaska state park system under terms and conditions that ensure that the development is compatible with AS 41.21.300 — 41.21.306.

(f) The commissioner may enter into a cooperative agreement for

(1) the management of a marine park unit of the Alaska state park system with a federal agency, a municipality of the state, or a proximately located private landowner for a purpose stated under AS 41.21.020(7); or

(2) the management of proximately located federal, municipal, or private land as part of a marine park unit of the Alaska state park system.

(g) In the management of a marine park unit of the Alaska state park system the commissioner shall consult and cooperate with a Native corporation that owns an historical or cultural site granted under 43 U.S.C. 1613(h)(1) (sec. 14(h)(1) of the Alaska Native Claims Settlement Act) and that is proximately located to a marine park unit of the Alaska state park system. In the management of a marine park unit of the Alaska state park system the commissioner shall address the potential conflicts with the cultural and historical values of land granted to a Native corporation under 43 U.S.C. 1613(h)(1) (sec. 14(h)(1) of the Alaska Native Claims Settlement Act) and shall provide for appropriate protection to these values.

(h) Nothing in AS 41.21.300 — 41.21.306 precludes the use of or access to land proximately located to a marine park unit of the Alaska state park system or to mineral claims and leases. The commissioner shall permit adequate and feasible access across state land within a marine park unit of the Alaska state park system to and from private and public land within or outside a unit. In the granting of such access the commissioner may adopt reasonable regulations to protect the natural and other values of the marine park unit land and water.

(i) The commissioner may enter into a concession contract under AS 41.21.027 and AS 36 to provide services or construct facilities in a marine park unit of the Alaska state park system. (§ 1 ch 64 SLA 1983; am § 1 ch 67 SLA 1986; am §§ 1, 2 ch 14 SLA 1990; am § 13 ch 168 SLA 1990)

Revisor's notes. — Enacted as AS 41.20.532. Renumbered in 1983.

Effect of amendments. — The first 1990 amendment added "within five years" at the end of the first sentence of subsection (c) and added subsection (i).

The second 1990 amendment, effective June 14, 1990, in subsection (c), deleted "within five years" at the end of the first sentence and added the third sentence.

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS & OUTDOOR RECREATION

400 WILLOUGHBY 3RD FLOOR
JUNEAU, ALASKA 99801-1381
PHONE: (907) 465-4563

December 15, 1994

Senator Jim Duncan
Room 119, State Capitol
Juneau, Alaska 99801-1182

Dear Senator Duncan:

Enclosed is the information you requested on the Juneau Channel Islands State Marine Park proposal as presented by the Juneau Area State Parks Advisory Board. The new proposal varies only slightly from the one that almost passed the legislature in 1992. The federal government will be retaining all of Sentinel and Little Islands, so this new marine park proposal does not include them.

For your information, the map is already slightly out of date in that the state has received Tentative Approval to almost all of the islands.

Also enclosed is a draft bill that has been checked for accuracy with legal descriptions. The notes on the left side indicate the islands in each parcel described.

If you need any further information please call.

Sincerely,



William W. Garry
Area Superintendent

cc: Neil Johannsen, Director

Enclosures

TONY KNOWLES, GOVERNOR

SB 34

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS & OUTDOOR RECREATION

400 WILLOUGHBY, 3RD FLOOR
JUNEAU, ALASKA 99801-1381
PHONE: 1907 465-4553

INFORMATION ON SOUTHEAST AREA

MARINE PARKS & TOURISM DEVELOPMENT

The Alaska State Legislature has created 33 marine parks since 1983 for the purpose of:

- (1) Maintaining natural, cultural, and scenic values;
- (2) Maintaining fish and wildlife resources and lawful existing uses of these resources; and
- (3) Promoting and supporting recreation and tourism in the state.

In Southeast Alaska there are now 15 marine park units ranging in size from over 8,000 acres to less than 100 acres located as follows:

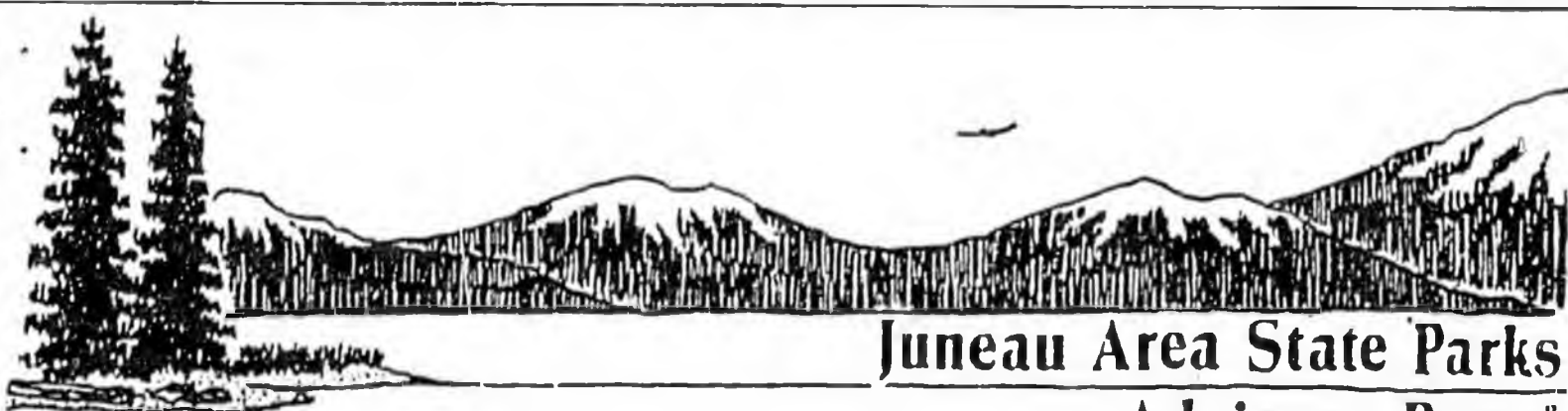
<u>DATE</u>	<u>Marine Park Unit</u>	<u>Location</u>
1982	Oliver Inlet	16 miles south of Juneau (cabin)
1983	Chilkat Islands	10 miles south of Haines (undevel)
1983	Sullivan Island	20 miles south of Haines (undevel)
1983	Shelter Island	25 miles north of Juneau (picnic)
1983	Saint James Bay	40 miles north of Juneau (trails)
1986	Taku Harbor	25 miles south of Juneau (dock)
1986	Funter Bay	30 miles west of Juneau (dock)
1986	Joe Mace Island	50 miles west of Wrangell (undevel)
1986	Thoms Place	30 miles south of Wrangell (undevel)
1986	Beecher Pass	15 miles south of Petersburg (undevel)
1986	Dall Bay	12 miles south of Ketchikan (undevel)
1986	Security Bay	on Chatham Strait
1990	Magoun Islands	10 miles NW of Sitka (undevel)
1990	Big Bear/Baby Bear Bays	30 miles north of Sitka (undevel)
1993	Grindall Island*	20 miles NW of Ketchikan (cabin)
1994	Black Sands Beach*	4 miles SW of Ketchikan (undevel)

*Established by executive action.

**JUNEAU CHANNEL ISLANDS
A STATE MARINE PARK PROPOSAL**



**Presented by
The Juneau Area State Parks Advisory Board
1994**



Juneau Area State Parks Advisory Board

400 Willoughby Avenue

Juneau, Alaska 99801

December 15, 1994

This advisory board is again proposing that the legislature and administration support creation of the Juneau Channel Islands State Marine Park. Nearly identical legislation passed the House in 1991, and the companion bill died in Senate Rules in 1992. Local support has always been high for this park because there really is no other better use for these islands. Existing use has essentially created these park lands already.

Our board is appointed by the Director of the Division of Parks and Outdoor Recreation to advise him on recreation matters in and around the City and Borough of Juneau. Membership is solicited in the local media, and the members are usually selected to represent as broad a range of interests and backgrounds as possible.

The following members of the board are available to discuss this proposal:

Gail Bills, Chair
Jerry Johnson
Jim King
Bob Mattson
Ted Merrell
Shelley Owens
Susan Schrader
Sandy Williams

Donna Hudgeon
Ramona Littlejohn
Cristi Herren
John McConnochie
Rodney Mitchell
Rick Reed
Laddie Shaw

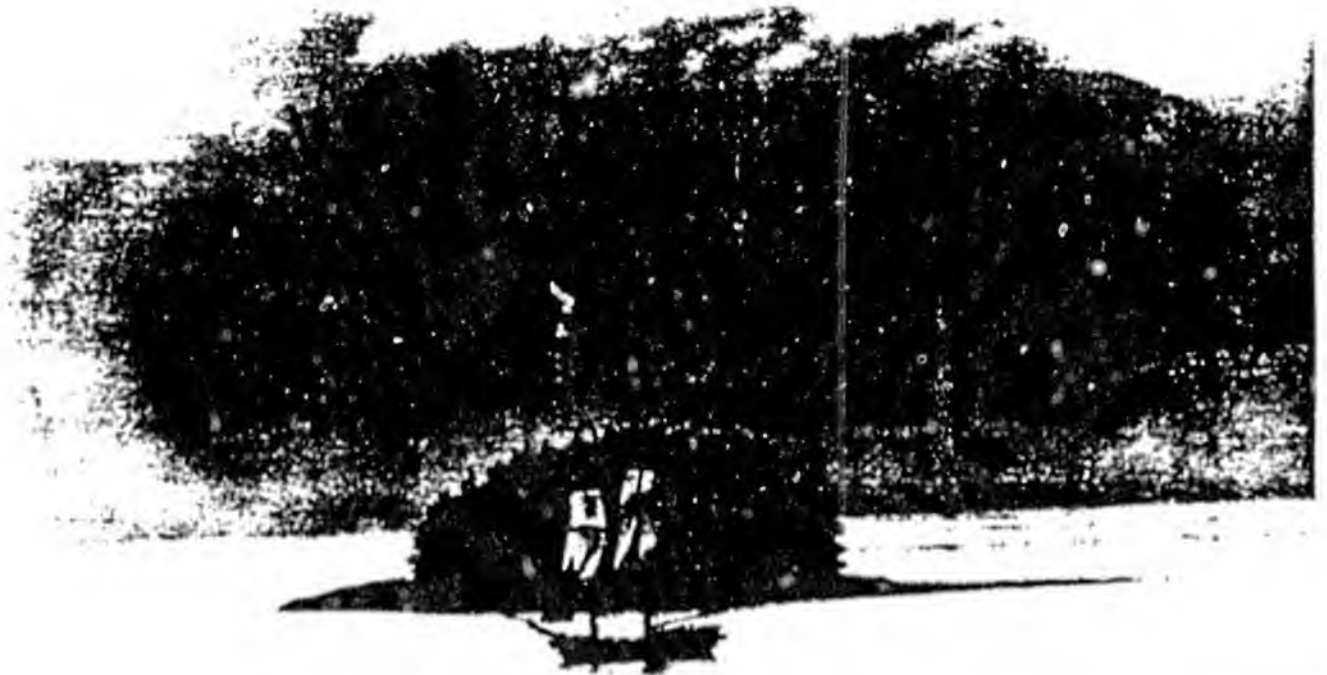
State Parks staff who have helped in preparing the materials are: Bonnie Walters, Administrative Assistant; Mike Eberhardt, Chief Ranger; and Bill Garry, Area Superintendent (465-4563).

Gail Bills, Chair

Table of Contents

- A. Introduction
- B. Need for Legislation
- C. Objective
- D. Initial Management
- E. Long-term Management
- F. Land Ownership
- G. Island Characteristics - Individual Island Descriptions

MAP Attached



A. Introduction

Alaska has the opportunity to establish one of the most wonderful and exciting parks anywhere in the world right here in our capital city. Thirteen islands in Favorite Channel and Auke Bay near Juneau are proposed as the Juneau Channel Islands State Marine Park. This proposal also includes an addition to the existing Shelter Island State Marine Park (SMP). The marine park boundaries would be at the 20 fathom depth around each island, easily determined by most pleasure and all commercial boats.

Four of these islands are within the sheltered waters of Auke Bay and can be reached by canoe, kayak or rowboat in nearly any weather. Each has a long history of use by local youths and families for camping and picnicking. The other nine islands are further off shore and more exposed to storms. Recreation has always been their predominant use, and because of this use they were selected from and approved by the federal government for state ownership.

All but two islands have one or more sand or gravel beaches suitable for landing small boats. There is evidence of camping and picnicking at all of these beaches. All the islands have scenic headlands affording breathtaking views of neighboring islands against a spectacular backdrop of mountains and glaciers. A broad expanse of the Chilkat Mountains flank the area to the west, and the world famous Mendenhall Glacier, and the glaciers and peaks of the Juneau Icefield are visible to the east. Five of the islands are large enough to provide some hiking, and the rest are small enough to scramble all over in an hour or less. There are hills to 1,000 feet on the larger islands.

The islands, except one, are covered by typical rain forest vegetation including Sitka Spruce and Western Hemlock with a profusion of berry bushes and other undergrowth. Some of the islands show evidence of selective tree cutting. There are trails near the accessible beaches, and a few human artifacts, but the islands are essentially pristine and undeveloped.

Sea mammals are much in evidence in these waters. Seals to a hundred or more haul out on several of the beaches and there is a regularly used sea lion haulout at Benjamin Island. Humpback whales are often visible, especially in summer. The entire area is within Juneau's most popular sport salmon fishing waters, and boats are always nearby in summer. There is a resident deer population on three islands that provide some hunting.

Many species of birds nest on these islands including pigeon guillemots and black oyster catchers which do not nest on the nearby mainland. There are more than 80 bald eagle nests, and eagles are common year-round residents.

B. Need for Legislation:

The legislature can withdraw over 640 acres from the public domain and designate them as Special Purpose Sites (a state park) under the state's constitution. The island beaches of the proposed park are already heavily used for camping and picnicking and have nearly reached their capacity for self-regulated recreation. Litter is not yet a major problem but human waste is evident in the woods near popular campsites. Fires are often built on forest duff, killing some large spruce and causing peat fires which smolder for weeks. Juneau is rapidly becoming a major ecotourism destination, and commercial guides are likely to soon be competing with local residents for the limited beaches and campsites. It is essential to institute a management system of the type provided by the State Division of Parks and Outdoor Recreation to preserve the quality of existing recreational use and accommodate future needs. Only state park management can meet the need of combining water, intertidal and upland uses into one entity with adequate enforcement authority to protect the resources while providing for safe use. The need to protect these islands for recreational use is recognized by both the city and state plans: The Juneau Coastal Management Plan and the Juneau State Land Plan.



C. Objectives:

Creation of Juneau Channel Islands State Marine Park would be an outstanding addition to Alaska State Parks, providing an island complex not represented by other units of the Park system. The new park would fully satisfy statutory requirements for state marine parks including:

- 1) Maintaining natural, cultural, and scenic values;
- 2) Maintaining fish and wildlife resources and lawful existing uses of these resources;
- 3) Promoting and supporting recreation and tourism in the state.

D. Initial Management:

No costly management is needed immediately. Installation of appropriate signs would be the one obvious first step. Signs with a map and some basic rules should be placed at the boat harbors and boat ramps advising people to: bring out their garbage, not build fires on the forest duff under the trees and to properly dispose of human waste. Leave it clean. Some cautions about disturbing wildlife such as the sea lions on Benjamin Island are needed. Information signs could be placed at several scenic turnouts that overlook park islands along the Glacier Highway. Signs with park rules should be placed at the landing beaches. Perhaps a register inviting comments and observations would be installed.

Files should be kept on each island with contributions encouraged from staff and users so eventually detailed management plans can be perfected.

E. Long Term Management:

A long term management plan for the islands as a park unit should be developed. As competition for use of these resources increases, it may become necessary to determine how the public would like these islands to be managed. Designations for day use vs. overnight camping, single campsites vs. group campsites, public vs. commercial use and capacity of the various islands to sustain different use levels may eventually need to be addressed. As use continues to increase improvements will be needed. Fire places, toilets, tables and gravel tent sites can enhance public use and can be sited to spread users thus accommodating more parties. A system of trails on the larger islands would enhance use and could also serve to spread people out. There is a potential for recreation cabins, especially on the larger islands where deer hunters as well as summer users would enjoy them. There may be a potential for some mooring floats at some of the islands. A small inter-island ferry, serving day users and campers, operated by a concessionaire, may some day be feasible.

The Division of Parks and Outdoor Recreation should develop a long term management plan. As improvements are added, normal state park user fees can be collected.

F. Land Ownership:

As part of the Statehood Act, the Federal Government allowed the State of Alaska to select 400,000 acres from National Forest lands as a land base. The acreages were to be selected from unencumbered federal lands and used for community expansion and/or community recreation purposes. All lands within this Marine Park proposal were selected by the State of Alaska as part of that land selection process.

As early as 1977 many of these islands were nominated for selection by the City and Borough of Juneau for recreation purposes. By June of 1989 this board, the Taku Conservation Society, the City and Borough of Juneau, and Alaska State Parks all nominated these islands for inclusion in a state marine park.

All surrounding marine water, tidelands and submerged lands are already owned by the State of Alaska. If not designated as a marine park, these recreational lands would be managed by the Division of Land. Division of Land selection documents indicate that the intent of the selection of many of these parcels was based on recognition of their current use and suitability for public recreation. Tentative Approval and Patents have been issued to the state on some already, and the Bureau of Land Management is expected to finish Tentative Approval (full management) within the next few months.

There are only two small parcels of private lands within the existing Shelter Island State Marine Park. This proposal does not include any private lands.

Juneau International Airport, through the Federal Aviation Administration, has existing rights and facilities on Coghlan Island. Any future need for facilities to provide safer landing would be of great benefit for the health and safety of all travellers, including tourists to the park.

G. Island Characteristics - Individual Island Descriptions

Aaron Island (0.4 mi. long)

Orth reports that the island was named in 1880 by Capt. L.A. Beardslee, USN, for "a relative of C.J. Vanderbilt, a local miner." DeArmond, however, indicates that there is no record of a local miner by the name of Aaron. Beardslee was friends with J.M. Vanderbilt for whom he named Vanderbilt Reef, but that family disclaims knowledge of any Aaron. DeArmond, instead suggests that the island was named for Aaron Cohen, a resident of Sitka and then Juneau, who owned and operated a brewery in both towns. DeArmond also believes that Cohen Island and reef were also named after Aaron Cohen.

The island consists mainly of cliffs and headlands. There is a small landing beach on the south end. There is also a small rocky islet at the NE end with a small beach. Dominant vegetation on Aaron Island is rain forest and the small rocky islet is covered with herbaceous vegetation (plants and flowers). Two Bald eagle nests are located on the island. There is a navigation light and a navigation reflector found on the island. Two picnic sites and one camp site are also located on the island.

Battleship Island (0.1 mi. across)

Apparently a local descriptive name first reported by DeArmond in 1957. The island is mostly a vegetated rock with steep sides and a fairly flat top. There is one poor landing beach where rocks have been cleared to aid in landing. Large trees are found on the top. Several camp sites and numerous trails and a lot of litter are present. Island appears to be used a lot by kids as well as adults. Island is readily accessible via sheltered waters. FAA plans to install aircraft navigation lights and electronics in 1995. Large numbers of crows roost on island at night.

Benjamin Island (1.5 mi. long)

Named by Capt. L.A. Beardslee, USN in 1880 when he visited the area. There are three excellent gravel beaches on the south end of the island. Each has one or more heavily used camp sites. There also is a good access beach with a campsite on the northeast side of the island. Primary vegetation is typical rain forest. An important sea lion haulout is located on the west side of the island.