

- effective 2/10/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-40-060 Ticket validation requirements. [Statutory Authority: RCW 67.70.040. 92-03-048, § 315-40-060, filed 1/10/92, effective 2/10/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-40-070 Retailer settlement. [Statutory Authority: RCW 67.70.040. 92-03-048, § 315-40-070, filed 1/10/92, effective 2/10/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-40-080 Paper scratch ticket purchase price. [Statutory Authority: RCW 67.70.040. 92-03-048, § 315-40-080, filed 1/10/92, effective 2/10/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.

WAC 315-40-010 through 315-40-080 Repealed.
See Disposition Table at beginning of this chapter.

Chapter 315-41 WAC

PAPER SCRATCH GAMES—SPECIFIC RULES

WAC

- 315-41-50100 through 315-41-50620 Repealed.

DISPOSITION OF SECTIONS FORMERLY CODIFIED IN THIS CHAPTER

- 315-41-50100 Definitions for Paper Scratch Game Number 501 ("Jackpot"). [Statutory Authority: RCW 67.70.040. 92-03-048, § 315-41-50100, filed 1/10/92, effective 2/10/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-41-50110 Criteria for Paper Scratch Game Number 501. [Statutory Authority: RCW 67.70.040. 92-03-048, § 315-41-50110, filed 1/10/92, effective 2/10/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-41-50120 Ticket validation requirements for Paper Scratch Game Number 501. [Statutory Authority: RCW 67.70.040. 92-03-048, § 315-41-50120, filed 1/10/92, effective 2/10/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-41-50200 Definitions for Paper Scratch Game Number 502 ("Lucky Charm"). [Statutory Authority: RCW 67.70.040. 92-03-048, § 315-41-50200, filed 1/10/92, effective 2/10/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-41-50210 Criteria for Paper Scratch Game Number 502. [Statutory Authority: RCW 67.70.040. 92-03-048, § 315-41-50210, filed 1/10/92, effective 2/10/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-41-50220 Ticket validation requirements for Paper Scratch Game Number 502. [Statutory Authority: RCW 67.70.040. 92-03-048, § 315-41-50220, filed 1/10/92, effective 2/10/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-41-50300 Definitions for Paper Scratch Game Number 503 ("Jack-R-Better"). [Statutory Authority: RCW 67.70.040. 92-03-048, § 315-41-50300, filed 1/10/92, effective 2/10/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-41-50310 Criteria for Paper Scratch Game Number 503. [Statutory Authority: RCW 67.70.040. 92-03-048, § 315-41-50310, filed 1/10/92, effective 2/10/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-41-50320 Ticket validation requirements for Paper Scratch Game Number 503. [Statutory Authority: RCW 67.70.040. 92-03-048, § 315-41-50320, filed 1/10/92, effective 2/10/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-41-50400 Definitions for Paper Scratch Game Number 504 ("Treasure Hunt"). [Statutory Authority: RCW 67.70.040. 92-08-094, § 315-41-50400, filed 3/31/92, effective 5/1/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-41-50410 Criteria for Paper Scratch Game Number 504. [Statutory Authority: RCW 67.70.040. 92-08-094, § 315-41-50410, filed 3/31/92, effective 5/1/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-41-50420 Ticket validation requirements for Paper Scratch Game Number 504. [Statutory Authority: RCW 67.70.040. 92-08-094, § 315-41-50420, filed 3/31/92, effective 5/1/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-41-50500 Definitions for Paper Scratch Game Number 505 ("Rooster Tail"). [Statutory Authority: RCW 67.70.040. 92-08-094, § 315-41-50500, filed 3/31/92, effective 5/1/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-41-50510 Criteria for Paper Scratch Game Number 505. [Statutory Authority: RCW 67.70.040. 92-08-094, § 315-41-50510, filed 3/31/92, effective 5/1/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-41-50520 Ticket validation requirements for Paper Scratch Game Number 505. [Statutory Authority: RCW 67.70.040. 92-08-094, § 315-41-50520, filed 3/31/92, effective 5/1/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-41-50600 Definitions for Paper Scratch Game Number 506 ("Crisp Cross"). [Statutory Authority: RCW 67.70.040. 92-08-094, § 315-41-50600, filed 3/31/92, effective 5/1/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-41-50610 Criteria for Paper Scratch Game Number 506. [Statutory Authority: RCW 67.70.040. 92-08-094, § 315-41-50610, filed 3/31/92, effective 5/1/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.
- 315-41-50620 Ticket validation requirements for Paper Scratch Game Number 506. [Statutory Authority: RCW 67.70.040. 92-08-094, § 315-41-50620, filed 3/31/92, effective 5/1/92.] Repealed by 97-20-051, filed 9/24/97, effective 10/25/97. Statutory Authority: RCW 67.70.040.

WAC 315-41-50100 through 315-41-50620 Repealed.
See Disposition Table at beginning of this chapter.

Title 317 WAC MARINE SAFETY, OFFICE OF

Chapters

- 317-31** Cargo and passenger vessels—Substantial risk.
- 317-50** Financial responsibility for small tank barges and oil spill response barges.

Chapter 317-31 WAC
CARGO AND PASSENGER VESSELS—
SUBSTANTIAL RISK

WAC

317-31-200	Accepted industry standards.
317-31-220	Modification of accepted industry standards.
317-31-230	Modification of accepted industry standards for fishing vessels.

WAC 317-31-200 Accepted industry standards.

Accepted industry standards are those standards established under WAC 317-31-220 for cargo and passenger vessels, or WAC 317-31-230 for fishing vessels, and applicable requirements of the following international conventions and federal regulations:

(1) The International Convention for the Safety of Life at Sea, 1974 (SOLAS);

(2) The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW);

(3) The International Convention for Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78);

(4) The International Labor Organization, Convention Concerning Minimum Standards in Merchant Ships, convention number 147 (ILO 147);

(5) Provisions of chapter 33 of the Code of Federal Regulations including:

(a) Part 26 (Vessel bridge-to-bridge radiotelephone regulations);

(b) Part 70 (Interference with or damage to aids to navigation);

(c) Subchapter D (International Navigation Rules);

(d) Subchapter E (Inland Navigation Rules);

(e) Part 95 (Operating a vessel while intoxicated);

(f) [CFR] Subchapter M (Marine Pollution Financial Responsibility and Compensation);

(g) Subchapter O (Pollution);

(h) Subchapter P (Ports and Waterways Safety); and

(6) Provisions of chapter 46 of the Code of Federal Regulations including:

(a) Part 4 (Marine Casualties and Investigations);

(b) Subchapter B (Merchant Marine Officers and Seamen);

(c) Subchapter C (Uninspected Vessels);

(d) Subchapter D (Tank Vessels);

(e) Subchapter E (Load Lines);

(f) Subchapter F (Marine Engineering);

(g) Subchapter G (Documentation and Measurement of Vessels);

(h) Subchapter H (Passenger Vessels);

(i) Subchapter I (Cargo and Miscellaneous Vessels);

(j) Subchapter J (Electrical Engineering);

(k) Subchapter N (Dangerous Cargoes);

(l) Subchapter O (Certain Bulk Dangerous Cargoes);

(m) Subchapter Q (Equipment, Construction and Materials: Specification[s] and Approval);

(n) Subchapter S (Subdivision and Stability); and

(o) Part 197, subpart C (Benzene).

[Statutory Authority: RCW 43.211.030. 97-10-097, § 317-31-200, filed 5/7/97, effective 6/7/97. Statutory Authority: RCW 88.46.050 and 43.211.030. 96-12-077, § 317-31-200, filed 6/5/96, effective 7/6/96.]

Reviser's note: RCW 34.05.395 requires the use of underlining and deletion marks to indicate amendments to existing rules, and deems ineffectual changes not filed by the agency in this manner. The bracketed material in the above section does not appear to conform to the statutory requirement.

WAC 317-31-220 Modification of accepted industry standards. (1) This section establishes a process for modifying accepted industry standards as established by the advisory group on cargo and passenger vessel substantial risk criteria and noticed in the *Washington State Register*, No 96-03-082. The purpose of this section is to establish a process that results in enforceable standards while affording vessel owners and operators substantial input and notice.

(2) The vessel inspection advisory council is hereby established. The council's mission is to make recommendations to the office every two years, if necessary, concerning accepted industry standards for cargo and passenger vessels. The office shall review the council's recommendations and publish in the state register proposed standards. After the date of publication, the office shall allow thirty days for public comment. After consideration of council recommendations and public comment, the office shall adopt the proposed industry standards by publication of a notice of adoption and availability of the standards in the state register.

(3) Council members and their replacements shall be appointed by the office and serve a term of two years. The council chair shall be appointed by the office. Each council member may designate one alternate who may exercise that member's vote. The office shall invite the U.S. Coast Guard to participate as a nonvoting advisor to the council. The council shall comprise at least fifteen members who represent the following interests:

(a) Classification societies;

(b) Commercial fishing vessels;

(c) Environmental organizations;

(d) Maritime labor organizations;

(e) Maritime trade associations;

(f) Oregon state department of environmental quality;

(g) Native American tribes;

(h) Cargo vessel owners;

(i) Cargo vessel operators;

(j) Cruise ship owners;

(k) Cruise ship operators;

(l) Washington state ferry system;

(m) Washington state department of ecology;

(n) Washington state office of marine safety;

(o) Washington state pilots;

(p) Oregon state pilots;

(q) Washington state public ports;

(r) Public agencies responsible for regulating natural resources;

(s) Marine education and training; and

(t) The public at large.

(4) A meeting of the council may be held fourteen days after the notice of the meeting is published in the state register. The meeting notice shall state the date, time, and place of the meeting, and the names of the organizations

represented. Meetings of the council may be convened either by the office or the council's chair. At the first meeting of the council, the office shall present a compilation of boarding results under the boarding checklist for the council's review.

(5) The office shall provide staff and administrative support for the council. The office shall also maintain minutes, public comments, boarding results, and other council records in a file available to the public.

[Statutory Authority: RCW 43.211.030. 97-10-097, § 317-31-220, filed 5/7/97, effective 6/7/97. Statutory Authority: RCW 88.46.050 and 43.211.030. 96-12-077, § 317-31-220, filed 6/5/96, effective 7/6/96.]

WAC 317-31-230 Modification of accepted industry standards for fishing vessels. (1) This provision establishes a process for establishing and modifying accepted industry standards for fishing vessels. The purpose of this section is to establish a process that results in enforceable standards while affording vessels owners and operators substantial input and notice.

(2) The fishing vessel inspection advisory council is hereby established. The council shall make recommendations based on international and federal laws and regulations applicable to fishing vessels, and on the actual practices of the Washington-based fishing industry as revealed in the boarding results presented by the office. The council may recommend higher standards than the actual practices of the Washington-based fishing industry and those in applicable international and federal laws and regulations only where reasonably necessary to protect public health and safety, and the environment. The office shall review the council's recommendations and publish in the state register proposed standards. After the date of publication, the office shall allow thirty days for public comment. After consideration of council recommendations and public comment, the office shall adopt the proposed industry standards by publication of a notice of adoption and availability of the standards in the state register.

(3) Council members and their replacements shall be appointed by the office and serve a term of two years. The council chair shall be appointed by the office. Each council member may designate one alternate who may exercise that member's vote. The office shall invite the U.S. Coast Guard to participate as a nonvoting advisor to the council. The council shall comprise at least six members who represent the following interests:

- (a) Commercial fishing vessels;
- (b) Commercial fish processing vessels;
- (c) Environmental organizations;
- (d) Native American tribes;
- (e) Washington state department of ecology;
- (f) Washington state office of marine safety; and
- (g) The public at large.

(4) A meeting of the council may be held fourteen days after the notice of the meeting is published in the state register. The meeting notice shall state the date, time, and place of the meeting, and the names of the organizations represented. Meetings of the council may be convened either by the office or the council's chair. At the first meeting of the council, the office shall present a compilation

of boarding results under the boarding checklist for the council's review.

(5) The office shall provide staff and administrative support for the council. The office shall also maintain council minutes, public comment, boarding results, and other council records in a file available to the public.

(6) Until the council has established accepted industry standards under this section, the office shall use an interim standard to determine substantial risk for fishing vessels under WAC 317-31-210. The office will board fishing vessels as provided in WAC 317-31-210(2) using a boarding checklist developed through agreement with a representative of the fishing industry as published in the *Washington State Register*, No 95-06-063.

[Statutory Authority: RCW 43.211.030. 97-10-097, § 317-31-230, filed 5/7/97, effective 6/7/97. Statutory Authority: RCW 88.46.050 and 43.211.030. 96-12-077, § 317-31-230, filed 6/5/96, effective 7/6/96.]

Chapter 317-50 WAC

FINANCIAL RESPONSIBILITY FOR SMALL TANK BARGES AND OIL SPILL RESPONSE BARGES

WAC

317-50-010	Purpose.
317-50-020	Application.
317-50-030	Definitions.
317-50-040	Financial responsibility for small tank barges.
317-50-050	Evidence of financial responsibility for small tank barges.
317-50-060	Submitting evidence of financial responsibility.
317-50-070	Enforcement.
317-50-080	Financial responsibility for oil spill response barges.
317-50-900	Severability.

WAC 317-50-010 Purpose. This chapter allows owners and operators of small tank barges to reduce their financial responsibility under RCW 88.40.020 (2)(b) without compromising protection of the state's marine environments and public health and safety. This chapter also exempts tank barges dedicated solely to oil spill response activities from the requirement to possess financial responsibility under RCW 88.40.020.

[Statutory Authority: RCW 88.40.020 (2)(b) and (5) and 88.40.030. 97-10-096, § 317-50-010, filed 5/7/97, effective 6/7/97.]

WAC 317-50-020 Application. This chapter applies to any tank barge in state waters that is 300 gross tons or less or that is an oil spill response barge.

[Statutory Authority: RCW 88.40.020 (2)(b) and (5) and 88.40.030. 97-10-096, § 317-50-020, filed 5/7/97, effective 6/7/97.]

WAC 317-50-030 Definitions. Unless the context clearly requires otherwise, the definitions in chapter 317-05 WAC and the following apply to this section:

(1) "Financial responsibility" means demonstrated capability to meet state and federal financial liability requirements for actual costs of oil spill removal, natural resource damages, and necessary expenses.

(2) "Oil spill response barge" means a barge dedicated solely to oil spill response activities.

(3) "Nonpersistent oil" means a petroleum-based oil that, at the time of shipment, consists of hydrocarbon fractions where:

(a) At least 50 percent by volume distill at a temperature of 340 degrees Celsius (645 degrees Fahrenheit); and

(b) At least 95 percent by volume distill at a temperature of 370 degrees Celsius (700 degrees Fahrenheit).

(4) "Persistent oil" means a petroleum-based oil that does not meet the distillation criteria for nonpersistent oil.

(5) "Small tank barge" means a tank barge three hundred gross tons or less.

(6) "State waters" means the navigable waters of the state as defined in WAC 317-05-020(10).

(7) "Tank barge" means a tank vessel without a means of self-propulsion or a self-propelled tank vessel less than forty meters (one hundred and thirty feet) in overall length.

(8) "Tank vessel" means a ship that is constructed or adapted to carry, or that carries, oil in bulk as cargo or cargo residue, and that:

(a) Operates on the waters of the state; or

(b) Transfers oil in a port or place subject to the jurisdiction of this state.

A ship is constructed or adapted to carry oil in bulk as cargo or cargo residue if authorized to do so under the ship's certification or classification. A vessel carries oil as cargo or cargo residue if the oil is carried for dispensing to other vessels or equipment off the vessel, or for delivery from point to point, regardless of whether direct compensation for carriage is involved. A vessel being used to collect spilled oil from the water, and that may have some recovered oil storage capacity, does not carry oil as cargo.

[Statutory Authority: RCW 88.40.020 (2)(b) and (5) and 88.40.030. 97-10-096, § 317-50-030, filed 5/7/97, effective 6/7/97.]

WAC 317-50-040 Financial responsibility for small tank barges. (1) An owner or operator of a small tank barge covered by an oil spill prevention plan on file with the office in compliance with chapter 317-21 WAC shall possess financial responsibility in the amount determined under subsection (2) of this section. If the owner's or operator's oil spill prevention plan is disapproved by the office or voluntarily withdrawn, the owner or operator shall possess financial responsibility in the amount of at least five hundred million dollars (\$500,000,000).

(2) Financial responsibility for a small tank barge is the greater of two million dollars (\$2,000,000) or:

(a) For tank barges certified to carry persistent oil, \$3000 per barrel of the barge's total capacity, or if assigned a load line under 46 CFR Parts 42 or 44, per barrel of allowed capacity; or

(b) For tank barges certified to carry nonpersistent oil, \$1,500 per barrel of the barge's total capacity, or if assigned a load line under 46 CFR Parts 42 or 44, per barrel of allowed capacity.

[Statutory Authority: RCW 88.40.020 (2)(b) and (5) and 88.40.030. 97-10-096, § 317-50-040, filed 5/7/97, effective 6/7/97.]

WAC 317-50-050 Evidence of financial responsibility for small tank barges. Evidence of financial responsibility for a small tank barge may be one or a combination of the following:

(1) A current and valid certificate of enrollment in a Protection and Indemnity Mutual Association.

(2) A current and valid Master Certificate of Financial Responsibility issued by the US Coast Guard under 33 CFR §138.110 and a copy of the letter of insurance, enrollment or other summary of coverage provided by the guarantor for which the Master Certificate is issued.

(3) A copy of a policy issued by the Water Quality Insurance Syndicate (WQIS) or a certificate of insurance evidencing placement with WQIS issued by a licensed broker that includes at a minimum:

(a) The term of the policy;

(b) The amount of deductible or similar retention of liability; and

(c) A description of the coverage limits in relation to a vessel oil spill.

(4) The office may consider other evidence of financial responsibility if the owner or operator demonstrates the financial ability to meet state and federal financial liability for the actual costs for removal of oil spills, for natural resource damages, and necessary expenses. Acceptable evidence is a written opinion, based on Generally Accepted Accounting Principles in the United States (GAAP), signed by an independent certified public accountant licensed to practice in the United States that the coverage meets the standards of 33 CFR §138.80 for the amount required by WAC 317-50-040(2).

[Statutory Authority: RCW 88.40.020 (2)(b) and (5) and 88.40.030. 97-10-096, § 317-50-050, filed 5/7/97, effective 6/7/97.]

WAC 317-50-060 Submitting evidence of financial responsibility. (1) A small tank barge owner or operator shall submit evidence that demonstrates financial responsibility under WAC 317-50-040 for each barge entering or operating in Washington waters. The evidence must be included in the oil spill prevention plan submitted under chapter 317-21 WAC and on file with the office twenty-four hours before the barge enters Washington waters.

(2) The following are considered significant changes for the purpose of updating a barge's oil spill prevention plan under WAC 317-21-530:

(a) A change in the term or amount of coverage;

(b) A change in the type of coverage;

(c) Termination of coverage;

(d) A new coverage provider; and

(e) A change that may affect the opinion of the independent certified public accountant submitted to the office under WAC 317-50-050(4).

[Statutory Authority: RCW 88.40.020 (2)(b) and (5) and 88.40.030. 97-10-096, § 317-50-060, filed 5/7/97, effective 6/7/97.]

WAC 317-50-070 Enforcement. A small tank barge owner or operator who fails to comply with the provisions of this chapter and any order or directive issued by the office requiring compliance with this chapter may be subject to any or all of the following:

(1) Assessment of a civil penalty of up to \$100,000 per day for each day the owner or operator's barge is found without evidence of financial responsibility required under this chapter;

(2) Disapproval of the owner's or operator's oil spill prevention plan under chapter 317-21 WAC;

(3) Referral for prosecution under RCW 88.46.080;

(4) Denial of entry into state waters.

[Statutory Authority: RCW 88.40.020 (2)(b) and (5) and 88.40.030. 97-10-096, § 317-50-070, filed 5/7/97, effective 6/7/97.]

WAC 317-50-080 Financial responsibility for oil spill response barges. (1) A tank barge used solely as an oil spill response barge is not required to possess evidence of financial responsibility under RCW 88.40.020 if the owner or operator submits to the office a letter certifying that:

(a) The barge is used exclusively for oil spill response activities and will not be used to carry oil in bulk as cargo;

(b) The owner or operator is an approved response contractor under WAC 317-10-090; and

(c) The owner or operator is indemnified by plan holders for whom the owner or operator is a primary response contractor for liabilities that may arise under state and federal law.

(2) The letter must be in writing, on letterhead and signed by the chief executive officer of the owner or operator, or authorized representative. Identifying information for each tank barge covered by the letter must be provided and include at least the vessel's name, Lloyd's number or official number, country of registry, and gross tonnage.

(3) Any change in status of ownership, charter arrangement, classification, or use must be reported to the office within 10 working days of the change.

[Statutory Authority: RCW 88.40.020 (2)(b) and (5) and 88.40.030. 97-10-096, § 317-50-080, filed 5/7/97, effective 6/7/97.]

WAC 317-50-900 Severability. If any provision of this chapter or its application to any person or circumstance is held invalid, the remainder of the chapter or the application of the provision to other persons or circumstances is not affected.

[Statutory Authority: RCW 88.40.020 (2)(b) and (5) and 88.40.030. 97-10-096, § 317-50-900, filed 5/7/97, effective 6/7/97.]

Title 326 WAC

MINORITY AND WOMEN'S BUSINESS ENTERPRISES, OFFICE OF

Chapters

326-02 General provisions.

326-30 Goals and goal setting.

Chapter 326-02 WAC GENERAL PROVISIONS

WAC

326-02-034

Political subdivision fees.

WAC 326-02-034 Political subdivision fees. (1) It is the intent of the state legislature that political subdivisions within the state of Washington contribute to the costs of the state's certification program for minority and women's business enterprises. For the purpose of this section, political subdivisions means any city, town, county, special purpose district, public corporation created by the state, municipal corporation, or quasi-municipal corporation within the state of Washington that administers a policy or program, or funds from whatever source, which requires or encourages the use of certified minority, women, or disadvantaged business enterprises.

(2) Effective July 1, 1993, the office shall allocate a portion of its biennial operational costs to political subdivisions. Each political subdivision shall pay a percentage of this allocation based on the formula set forth in subsection (3) of this section.

(3) The fee charged to each political subdivision for the period, July 1, 1997 - June 30, 1999, and subsequent bienniums unless revised by rule, will be calculated as follows:

(a)(i) Cities with populations up to one thousand five hundred will not be charged.

(ii) Cities with populations of one thousand five hundred to twenty-five thousand will be charged one hundred dollars each.

(iii) Cities with populations of twenty-five thousand to fifty thousand will be charged two hundred dollars each.

(iv) Cities with populations over fifty thousand will be charged based on the formula set forth in subsection (4) of this section.

(b)(i) Counties with populations up to ten thousand will not be charged.

(ii) Counties with populations of ten thousand to one hundred thousand will be charged one hundred dollars each.

(iii) Counties with populations of one hundred thousand to five hundred thousand will be charged two hundred dollars each.

(iv) Counties with populations over five hundred thousand will be charged based on the formula set forth in subsection (4) of this section.

(c)(i) Ports with revenues up to two million dollars will not be charged.

(ii) Ports with revenues of two million dollars to ten million dollars will be charged two hundred dollars each.

(iii) Ports with revenues over ten million dollars will be charged based on the formula set forth in subsection (4) of this section.

(d)(i) Educational service districts and public school districts with enrollments up to one thousand will not be charged.

(ii) Educational service districts and public school districts with enrollments of one thousand to ten thousand will be charged one hundred dollars each.