

ALASKA LEGISLATURE
Representative Jonathan Kreiss-Tomkins

HB 82 — Off-Highway Driver's Licenses
Summary of Changes ver A to ver D

Section 1.

CS clarifies that all non-commercial vehicles driven in off-highway restricted areas are exempt from registration, regardless of the type of license held by the operator.

Removes reference to commercial vehicles, which under federal law are subject to registration no matter where they are driven.

Section 2.

CS establishes that “off-highway restricted” areas are those in which residents do not have access to the land-connected state highway, or DMV driver’s testing more than once every fiscal year. Asks DMV to make that list available to the public.

Section 3.

Updates the statutory citation of the published list of communities.

Section 4.

CS clarifies that all non-commercial vehicles driven in off-highway restricted areas are exempt from insurance, regardless of the type of license held by the operator.

Removes reference to commercial vehicles, which under federal law are subject to insurance no matter where they are driven.

Section 5.

Updates the statutory citation of the published list of communities.

Section 6.

Updates the statutory citation of the published list of communities.

Section 7.

Deletes old definition off-road system area which is now unnecessary because it is included in Section 2.

Summary of Changes ver D to ver J

One amendment with three changes was offered in House State Affairs, after a conversation with the Division of Motor Vehicles in which they clarified their internal policies on off-highway driver's licenses, requested a few additional changes.

Section 2. A change was made to explicitly clarify that communities with ferry access would count as eligible for off-highway driver's licenses, by deleting reference to "state highway" (which technically includes the Alaska Marine Highway) in favor of state road (which does not include AMHS).

"12 months" was substituted for "fiscal year." If a road test was offered in the first month of one fiscal year, and last month of the next fiscal year, technically the language of the bill would be fulfilled, but drivers could go 22 months without access to road tests. Changing the language to 12 months guarantees a specific time limit in which driver's must be able to take a road test.

Section 4. "Non-commercial" was inserted before "motor vehicle" to be consistent with language in Section 1.