

**ALASKA STATE LEGISLATURE  
HOUSE TRANSPORTATION STANDING COMMITTEE**

March 21, 2006

1:38 p.m.

**MEMBERS PRESENT**

Representative Jim Elkins, Co-Chair  
Representative Carl Gatto, Co-Chair  
Representative Vic Kohring  
Representative Mark Neuman  
Representative Bill Thomas  
Representative Mary Kapsner  
Representative Woodie Salmon

**MEMBERS ABSENT**

All members present

**COMMITTEE CALENDAR**

HOUSE BILL NO. 432

"An Act expanding the Alaska marine highway system to Yukon River locations."

- MOVED CSHB 432(TRA) OUT OF COMMITTEE

HOUSE JOINT RESOLUTION NO. 18

Relating to the federal Maritime Transportation Security Act of 2002 and the state's right to tax commercial passenger vessels.

- MOVED HJR 18 OUT OF COMMITTEE

HOUSE BILL NO. 417

"An Act relating to the designation of traffic safety corridors; relating to the bail or fine for an offense committed in a traffic safety corridor and to separately accounting for such fines; and providing for an effective date."

- MOVED CSHB 417(TRA) OUT OF COMMITTEE

**PREVIOUS COMMITTEE ACTION**

BILL: HB 432

SHORT TITLE: YUKON RIVER FERRY SERVICE

SPONSOR(S): REPRESENTATIVE(S) SALMON

02/08/06 (H) READ THE FIRST TIME - REFERRALS  
02/08/06 (H) TRA, FIN  
03/21/06 (H) TRA AT 1:30 PM CAPITOL 17

BILL: HJR 18

SHORT TITLE: FEDERAL MARINE TRANSPORTATION SAFETY ACT  
SPONSOR(S): REPRESENTATIVE(S) GATTO

04/15/05 (H) READ THE FIRST TIME - REFERRALS  
04/15/05 (H) TRA, FIN  
04/23/05 (H) TRA AT 2:00 PM CAPITOL 17  
04/23/05 (H) Tabled  
04/23/05 (H) MINUTE(TRA)  
03/21/06 (H) TRA AT 1:30 PM CAPITOL 17

BILL: HB 417

SHORT TITLE: REGULATION OF HWYS; TRAFFIC OFFENSES  
SPONSOR(S): RULES BY REQUEST OF THE GOVERNOR

02/01/06 (H) READ THE FIRST TIME - REFERRALS  
02/01/06 (H) TRA, JUD, FIN  
03/21/06 (H) TRA AT 1:30 PM CAPITOL 17

**WITNESS REGISTER**

ROBIN TAYLOR, Deputy Director/Director of Marine Operations  
Alaska Marine Highway System  
Department of Transportation & Public Facilities  
Juneau, Alaska

POSITION STATEMENT: Testified that DOT&PF is moderately  
supportive of HB 432.

CODY RICE, Staff  
to Representative Gatto  
Alaska State Legislature  
Juneau, Alaska

POSITION STATEMENT: Presented HJR 18.

JOHN MACKINNON, Deputy Commissioner  
of Highways & Public Facilities  
Office of the Commissioner  
Department of Transportation & Public Facilities  
Juneau, Alaska

POSITION STATEMENT: Explained HB 417.

ROBERT MYERS, SR.  
Fairbanks, Alaska

POSITION STATEMENT: Suggested an amendment to HB 417 such that school zones would be classified as traffic safety corridors.

JAMES HELGOE, Lieutenant  
Division of Alaska State Troopers  
Department of Public Safety  
Juneau, Alaska

POSITION STATEMENT: Answered questions related to Amendment 2 to HB 417.

CURT SMITH, Traffic and Safety Engineer  
Department of Transportation & Public Facilities  
Anchorage, Alaska

POSITION STATEMENT: Expressed the need for HB 417 to only refer to traffic safety corridors and not include school zones.

#### **ACTION NARRATIVE**

**CO-CHAIR CARL GATTO** called the House Transportation Standing Committee meeting to order at [1:38:12 PM](#). Representatives Thomas, Salmon, Elkins, and Gatto were present at the call to order. Representatives Kohring, Neuman, and Kapsner arrived as the meeting was in progress.

#### HB 432-YUKON RIVER FERRY SERVICE

[1:39:12 PM](#)

CO-CHAIR GATTO announced that the first order of business would be HOUSE BILL NO. 432, "An Act expanding the Alaska marine highway system to Yukon River locations."

REPRESENTATIVE SALMON, speaking as the sponsor of HB 432, explained that HB 432 would require the [Department of Transportation & Public Facilities] to study the feasibility of a state ferry system on the Yukon River. [A ferry running on the Yukon River] will impact around 30 villages. He opined that tourists from surrounding areas [and outside of the state] would be interested in riding routes once traveled by the steamships in the late 1800s. He pointed out that the infrastructure necessary for this operation wouldn't be major because [the routes] would only be in operation for four months of the year. Furthermore, [regular] ferry [service] on the Yukon River will provide those living along the Yukon River with another option for the shipment of goods. He then noted the connecting roads from the villages along the Yukon River. Representative Salmon opined that the ferry system could also be utilized on the

Kuskokwim River and the Stikine River. Utilizing the ferry system will provide residents with safe transportation.

[1:44:41 PM](#)

CO-CHAIR ELKINS inquired as to the cost of a study as is proposed in HB 432.

REPRESENTATIVE SALMON drew the committee's attention to the fiscal note specifying that the feasibility study will cost about \$250,000.

CO-CHAIR GATTO recalled his many canoe trips from Dawson to Eagle and also recalled that there's a private ferry, Yukon Queen, that is fast. From that he surmised that it's possible to make money with a ferry. He then expressed concern with the new language in Section 2, which requires the department to construct or obtain ferry terminal facilities at locations "including communities along the Yukon River". The aforementioned requires a different fiscal note.

REPRESENTATIVE SALMON said that although it sounds like the state would be purchasing, this would require the approval of DOT&PF.

CO-CHAIR GATTO suggested that perhaps the language in Section 2 should specify that the department "may" rather than "shall" construct or obtain ferry terminal facilities depending upon the results of the Section 1 study. Such language wouldn't require a costly fiscal note.

REPRESENTATIVE SALMON said he is always open to amendments.

[1:48:25 PM](#)

ROBIN TAYLOR, Deputy Director/Director of Marine Operations, Alaska Marine Highway System, Department of Transportation & Public Facilities, drew attention to the existing statutory language in Section 2 of "it selects". The aforementioned allows the department to move forward with the purchase, construction, or lease of terminal facilities but doesn't require the department to do so. He said that he didn't disagree with Co-Chair Gatto's suggestion, but opined that "may" and "it selects" accomplish the same thing.

CO-CHAIR GATTO suggested a conceptual amendment, which would insert language in Section 2 to ensure the department is not

required to construct, maintain, or purchase facilities until the legislature approves the expansion of the ferry system to the Yukon River locations.

CO-CHAIR ELKINS asked whether the "shall" in Section 2 could merely be changed to "may" and accomplish the same goal.

CO-CHAIR GATTO replied yes, but he expressed the need to be very clear.

REPRESENTATIVE SALMON pointed out that changing "shall" to "may" will change the current statute and impact the main ferry system.

MR. TAYLOR agreed, adding that is why he believes the existing language "it selects" addresses the concern. Furthermore, the department is unable to purchase any facility unless the legislature includes funding in the budget for it. Mr. Taylor opined that [the new language in Section 2] may be a bit premature until the study is completed and thus may not be necessary until the study is completed.

[1:53:09 PM](#)

CO-CHAIR GATTO said he was surprised that the original language doesn't specify that the ferry terminals shall be constructed subject to the approval of the legislature.

MR. TAYLOR noted that oftentimes [DOT&PF] has had to move with some dispatch. Furthermore, these often aren't major options to acquire property for terminal facilities. Mr. Taylor highlighted that terminal facilities aren't built without federal funding, which has to move through the Statewide Transportation Improvement Program (STIP) and the full legislative appropriation process during the capital budget.

CO-CHAIR GATTO opined that the language is fairly broad approval for spending state money.

MR. TAYLOR said, "We've not utilized it in recent years. In fact, legislative drafters are very reluctant to put the word 'shall' in." He said that the language has worked well.

CO-CHAIR GATTO indicated disagreement that the language is working well because [the state] spends \$3.00 for every \$1.00 of revenue.

CO-CHAIR ELKINS pointed out that the state receives \$5 [in federal funds] for every \$1.00 spent. Therefore, there isn't a highway in the state that makes money.

CO-CHAIR GATTO moved that the committee adopt Amendment 1, as follows:

Page 1, line 12;  
Delete "shall"  
Insert "may"

CO-CHAIR ELKINS announced that he would support HB 432. However, he commented that Representative Salmon has his work cut out for him because [the legislature] is fighting to return the 10 percent that was cut from AMHS's budget back. Co-Chair Elkins highlighted that the notion is to return AMHS back to what it was 25 years ago with regard to quality and vessels. Although this legislation would fit with those goals, there are members of the legislature who would like to eliminate the entire ferry system.

CO-CHAIR GATTO asked if AMHS always encompassed the facilities that it currently has.

MR. TAYLOR replied no, informing the committee that AMHS began with three vessels serving from Seattle or Prince Rupert to Skagway. Over the years two vessels were added in order to provide service to the outer villages of Craig, Klawock, and Hydaburg. Over about 20 years ago, service was expanded such that two vessels served Hoonah, Angoon, Pelican, and Kake. With the purchase of the M/V Kennicott, service was expanded across the Gulf. Two other vessels were used to expand service in Prince William Sound and to the Aleutian Chain. The run from the Pacific Northwest to Skagway remains the basic core level of service that was expanded out to the Aleutian Chain as detailed above. In further response to Co-Chair Gatto, Mr. Taylor informed the committee that in 1973 DOT&PF performed a study regarding the concept of a shallow-draft ferry that would push a small barge in front of it. He offered to provide the committee a quick presentation on the concept.

CO-CHAIR GATTO said he would pass on the presentation at the moment. He then inquired as to the situation with the M/V Tustumena.

MR. TAYLOR clarified that the M/V Tustumena is undergoing a major overhaul, an almost \$3.5 million project. The

aforementioned is funded by federal money. However, he noted that typically a portion of each of these contracts is state money appropriated from the general fund for vessel repair and maintenance. To the extent possible, such contracts are kept in state.

[2:01:01 PM](#)

MR. TAYLOR related that DOT&PF is moderately supportive of HB 432 due to the struggles to fund the current budget. He cautioned against having 30 villages reliant on the ferry system as is the case with the isolated communities of Southeast Alaska, Prince William Sound, and the Aleutian Chain. He suggested that such dependence on the ferry system could result in the communities of the Yukon River facing concerns related to increased costs. Mr. Taylor highlighted that the private sector can and does provide service where it's economically feasible, as is the case with the barge service currently provided on the Yukon River. He projected that to provide ferry service to an area with very little revenue base will be costly.

[2:03:04 PM](#)

REPRESENTATIVE SALMON, in response to Co-Chair Gatto, explained that Yutana Barge Lines, a private company, only carries freight and only services some areas along the Yukon River once or twice yearly.

CO-CHAIR GATTO asked if \$250,000 is the correct amount to perform the study.

MR. TAYLOR replied yes, it should allow adequate assessment of the proposal and promptly return to the legislature with information.

REPRESENTATIVE SALMON, in response to Co-Chair Elkins, answered that the Yukon River is free of ice mid-May to the end of September.

[2:04:43 PM](#)

CO-CHAIR GATTO related his understanding that the ferry at Dawson City is operated by the government since it's free.

CO-CHAIR GATTO reminded the committee of the pending motion to adopt Amendment 1 and asked if there was any objection. There being no objection, Amendment 1 was adopted.

REPRESENTATIVE THOMAS moved to report HB 432, as amended, out of committee with individual recommendations and the accompanying fiscal notes. There being no objection, CSHB 432(TRA) was reported from the House Transportation Standing Committee.

[2:06:21 PM](#)

HJR 18-FEDERAL MARINE TRANSPORTATION SAFETY ACT

CO-CHAIR GATTO announced that the next order of business would be HOUSE JOINT RESOLUTION NO. 18, Relating to the federal Maritime Transportation Security Act of 2002 and the state's right to tax commercial passenger vessels.

[2:07:20 PM](#)

CODY RICE, Staff to Representative Gatto, Alaska State Legislature, explained that HJR 18 asks Congress to clarify subsection 445 of the Maritime Transportation Security Act of 2002 (MTSA). Subsection 445 was intended to prohibit/exclude an ad valorem tax imposed by Yakutat on cruise ships that entered the bay but did not actually stop at the port. Subsection 445 has been broadly interpreted to invalidate a number of existing and proposed taxes nationwide.

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MR. RICE related his understanding that Congress is going to address subsection 445 this year through the "Coast Guard" bill. He recalled discussions with the offices of U.S. Representative Don Young and U.S. Senator Ted Stevens on this particular issue and they have expressed interest in clarifying the issue through the aforementioned bill. Mr. Rice opined that HJR 18 would illustrate strong support from the legislature.

REPRESENTATIVE THOMAS commented that he hasn't heard from anyone in opposition to this.

CO-CHAIR GATTO reminded the committee that there is an initiative on the ballot for which clarification of subsection 445 would be helpful. Furthermore, this seems to be a state's rights issue.

REPRESENTATIVE THOMAS pointed out that if the head tax remains and money has to be spent in relation to cruise ship industries. He reminded the committee that the Ketchikan bridge had to be

raised in order to allow the cruise ships to pass under it. Therefore, he questioned whether the bridge in Ketchikan could be funded by the cruise ship monies.

CO-CHAIR GATTO highlighted that sometimes the law says that the money "must" be used for specific facilities. He then informed the committee that taller ships are in the design phase, and thus he surmised that the bridge would have to be raised yet again.

CO-CHAIR ELKINS disagreed, and pointed out that the ships can go around.

REPRESENTATIVE THOMAS recalled that originally, the first bid was where the South Coast properties were and thus there would've been a "small shot across." However, the cruise ships wanted to go through and the [Ketchikan bridge] was moved to its present location and raised.

CO-CHAIR ELKINS mentioned that the Federal Aviation Administration didn't want the bridge on the north end.

CO-CHAIR GATTO questioned why a drawbridge isn't being considered.

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CO-CHAIR ELKINS announced that he will support HJR 18 because if the referendum passes, clarity [on subsection 445] will be necessary.

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CO-CHAIR ELKINS moved to report HJR 18 out of committee with individual recommendations and the accompanying fiscal notes. There being no objection, it was so ordered.

[2:13:59 PM](#)

HB 417-REGULATION OF HWYS; TRAFFIC OFFENSES

[Contains discussion of SB 261]

CO-CHAIR GATTO announced that the final order of business would be HOUSE BILL NO. 417, "An Act relating to the designation of traffic safety corridors; relating to the bail or fine for an

offense committed in a traffic safety corridor and to separately accounting for such fines; and providing for an effective date."

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JOHN MACKINNON, Deputy Commissioner of Highways & Public Facilities, Office of the Commissioner, Department of Transportation & Public Facilities (DOT&PF), explained that HB 417 allows DOT&PF in consultation with the Department of Public Safety, local police departments, and other law enforcement agencies to establish a traffic safety corridor on a segment of highway that has exhibited higher than average fatal and serious accident rates. Rules will be established to determine when a traffic safety corridor is "turned on ... [and] off." This legislation, he highlighted, allows for double traffic fines to be imposed and collected in these corridors whenever an offense is committed in the corridor. Moreover, the legislation provides for increased enforcement in traffic safety corridors. By using its safety sanction funds, DOT&PF will assist DPS and other police departments in providing increased levels of enforcement in these corridors.

CO-CHAIR GATTO asked whether the increased revenue from the double fines fund any of the enforcement or does it return to the general fund.

MR. MACKINNON specified that the intent is that the fines will return to [DOT&PF] in order to pay for additional enforcement. He informed the committee that SB 261 was amended such that it includes language that allows the additional fines to return to the department to support the enforcement. In further response to Co-Chair Gatto, Mr. MacKinnon said that in SB 261 a "may" was changed to "shall" in order to ensure that DOT&PF is consulting with DPS as well as the local police departments or federal agencies that may have enforcement jurisdiction. He then provided the committee with maps illustrating accidents on the roads and related that the accident markers are color-coded to relate whether drugs and/or alcohol were involved, the accident was caused by a driver behavior issue, and whether the accident occurred prior to or after a highway realignment or major reconstruction. This legislation is aimed at getting a handle on driver behavior by allowing the increase of enforcement and collecting double traffic fines.

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REPRESENTATIVE THOMAS recalled during the deliberations over mandatory seatbelt use, the term "rural" was thrown out. However, most of the accidents occurred in urban areas on rural roads. Therefore, it's misleading to [refer to these roads in the urban areas] as "major rural routes."

MR. MACKINNON said, "We have different ... issues here and a slightly different definition." He specified that there is no desire to include an urban street or highway in a traffic safety corridor because those accidents are mainly related to intersections and not due to a length of road.

REPRESENTATIVE THOMAS opined that roads which go through a borough such as the Matanuska-Susitna Borough or the Anchorage Borough are urban roads, even the roads connecting these two large areas.

[2:24:26 PM](#)

MR. MACKINNON pointed out that three of the six most dangerous roads in Alaska are located in the Mat-Su Valley. He highlighted that Knik-Goose Bay Road provides a graphic example of these dangerous roads.

REPRESENTATIVE NEUMAN informed the committee that in the summer over 4 million people travel from Wasilla to Big Lake cutoff on up to Interior Alaska. Therefore, it's not just the locals who have the accidents. Representative Neuman related his belief that some of the roads in the Mat-Su area would be considered rural.

MR. MACKINNON agreed that parts of the Mat-Su Valley fit the "rural" criteria.

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MR. MACKINNON mentioned that the committee packet includes draft language that would be inserted in the Alaska Traffic Manual, which would be where the criteria would be established for creating traffic safety zones. He specified, "We would like to see a three-year fatal plus major injury accident rate per mile that exceeds 110 percent of the statewide average." Furthermore, the notion is that the traffic safety corridor would be decommissioned when the fatal plus major injury rate per mile falls below the statewide average for a three-year period. Moreover, when a traffic safety corridor is created or

decommissioned it should be done with a certain amount of publicity in order to make the public aware.

CO-CHAIR GATTO asked if prior to the creation of a traffic safety corridor there are 30 days of warning signs.

[2:28:11 PM](#)

MR. MACKINNON opined that there would need to be an "opening up" period and signage at the beginning and end of the traffic safety corridor and signage relating the double fines while in the traffic safety corridor. There has been a suggestion that upon entering a traffic safety corridor, there would be signage specifying the length of it.

CO-CHAIR GATTO asked if the program will be reviewed at some point in regard to its success.

MR. MACKINNON answered that at this point the program has eternal life, although it will be continually monitored in relation to the accident rates. Other states that have utilized this program have achieved success. In fact, in Oregon there was a substantial reduction in accidents, which he estimated to be a reduction of more than 10 percent.

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CO-CHAIR ELKINS inquired as to which legislation, HB 417 or SB 261, is DOT&PF most comfortable.

MR. MACKINNON related that the legislation started out as identical. However, an amendment to SB 261 in the Senate Transportation Standing Committee added some miscellaneous clarifying language, a new paragraph regarding criteria and factors to be considered in designating the traffic safety corridors. The amendment also required consultation with the commissioner of DPS as that's the department that will likely provide the increased enforcement. Also, an amendment to SB 261 added a new Section 6 regarding the accounting for double fines in some court locations where there is no ability to perform separate accounting.

[2:32:09 PM](#)

CO-CHAIR ELKINS surmised then that SB 261 is more complete and serves the public better.

MR. MACKINNON replied yes. He then added that the Senate Finance Committee changed SB 261 such that it requires DOT&PF to consult with other state, local, and federal agencies responsible for traffic safety.

CO-CHAIR GATTO related his understanding that all of the aforementioned changes to SB 261 occurred in Section 1 of HB 417 and seem to be additions to the legislation.

MR. MACKINNON noted his agreement, adding that the only change to CSSB 261(TRA) is the change from "shall" to "may" on page 1, line 13.

CO-CHAIR ELKINS moved that the committee table HB 417 and wait for SB 261 to be forwarded to the House.

CO-CHAIR GATTO objected for discussion purposes.

REPRESENTATIVE THOMAS opined that HB 417 should be reported to next committee.

[2:36:20 PM](#)

The committee took an at-ease from 2:36 p.m. to 2:40 p.m.

[2:40:29 PM](#)

CO-CHAIR ELKINS withdrew his motion to table HB 417.

CO-CHAIR GATTO moved that the committee adopt Conceptual Amendment 1, which would take the Senate Finance Committee version [of SB 261] and add to HB 417. There being no objection, Conceptual Amendment 1 was adopted.

CO-CHAIR GATTO clarified that with the adoption of Conceptual Amendment 1 HB 417 now mirrors the Senate Finance Committee version of SB 261.

[2:41:45 PM](#)

ROBERT MYERS, SR., said that he would like HB 417 to be amended such that Section 1 includes the following language: "school zones may be designated as traffic safety corridors." He explained that as a school employee of one of the two schools located on Danby Street in Fairbanks one of his duties is as a crossing guard. As a crossing guard, he said he sees speeding and passing on the right shoulder of the road on a daily basis.

There are no left turn lanes into the two schools or the military housing located on Danby Street. In fact, he said he has observed vehicles passing a vehicle making a left turn while he has children in the cross walk. He acknowledged that there are increased fines for infractions in a school zone. However, he said that those fines aren't adequate nor are they noticed on signs in the school zones.

MR. MYERS, in response to Co-Chair Gatto, clarified that he would like the signage to be increased in school zones and for the fines to be doubled as well as added enforcement as proposed for traffic safety corridors. He highlighted that the signs for the "Click It or Ticket" program for seatbelts are twice the size of the school zone signs. He expressed the need to change the legislation as he suggested and implement changes before a child is hit by a vehicle in a school zone.

[2:49:12 PM](#)

CO-CHAIR ELKINS moved that the committee adopt Amendment 2, labeled 24-GH2083\A.1, Kane, 2/24/06, which read:

Page 1, line 7:

Following "safety,":

Insert "every highway or street designated by an official traffic control device placed or erected by the department or a municipality to identify a school zone is designated as a traffic safety corridor, and"

Following "designate":

Insert "other"

Following "highway":

Insert "or street"

Page 2, line 23, following "highway":

Insert "or street"

CO-CHAIR GATTO objected for discussion purposes. He asked if fines in school zones are effective in reducing the speed in a school zone.

[2:50:02 PM](#)

JAMES HELGOE, Lieutenant, Division of Alaska State Troopers, Department of Public Safety, related that the fines for school zones are graduated for every mile per hour over the speed limit in the school zone, although it's not a double fine. In further response to Co-Chair Gatto, Lieutenant Helgoe said that

generally enforcement sticks to the roads because parking lots are often considered a type of private property. However, law enforcement would be available if there as a concern regarding a school parking lot. He opined that law enforcement has more effect obtaining voluntary compliance if visible on the roadway.

CO-CHAIR GATTO suggested that the fine in a school zone could be doubled at any time.

LIEUTENANT HELGOE said that one of the problems with including school zones in the proposed traffic safety corridors is that it would dilute the intent of the legislation. In further response to Co-Chair Gatto, he opined that double fine signage in construction zones has calmed and slowed traffic.

[2:52:34 PM](#)

CO-CHAIR ELKINS questioned how Amendment 2 would dilute the intent of HB 417 as the amendment merely seems to broaden the legislation.

LIEUTENANT HELGOE clarified his belief that if all school zones are designated as traffic safety corridors, perhaps the impact of the signage is lost.

CO-CHAIR ELKINS related his understanding that the bottom line is public safety.

LIEUTENANT HELGOE agreed.

CO-CHAIR GATTO asked if Lieutenant Helgoe would support posting a sign on the existing school zone signs specifying double fines rather than making it a traffic safety corridor.

LIEUTENANT HELGOE said that the division would support anything that can gain speed compliance within school zones.

CO-CHAIR GATTO indicated that there is a problem with the definition of a "school zone" that would fit statewide. He emphasized the need for a driver to clearly know when he/she has to speed up or slow down.

[2:55:58 PM](#)

REPRESENTATIVE NEUMAN said he isn't sure about Amendment 2, particularly because school zones have their own issues. He related his belief that there is already a system in place to

address school zones. Furthermore, Representative Neuman expressed concern that sometimes when traffic is slowed at the wrong location, it can be even more problematic.

[2:57:55 PM](#)

REPRESENTATIVE THOMAS opined that if the school zone issue is buried in HB 417, it won't have the same significance as it would in separate legislation. Therefore, Amendment 2 should be introduced as its own legislation.

[2:59:14 PM](#)

MR. MYERS said making all school zones traffic safety corridors is not his intention because not all school zones are located in high-speed dangerous areas. Therefore, the suggested language utilizes the language "may".

[3:00:20 PM](#)

CURT SMITH, Traffic and Safety Engineer, Department of Transportation & Public Facilities, agreed with Representative Thomas that traffic safety corridors and school zones are two distinct issues. Therefore, he recommended the two matters remain separate.

CO-CHAIR ELKINS withdrew his motion to adopt Amendment 2.

[3:01:08 PM](#)

REPRESENTATIVE NEUMAN moved to report HB 417, as amended, out of committee with individual recommendations and the accompanying fiscal notes. There being no objection, CSHB 417(TRA) was reported from the House Transportation Standing Committee.

[3:01:30 PM](#)

#### **ADJOURNMENT**

There being no further business before the committee, the House Transportation Standing Committee meeting was adjourned at 3:01 p.m.