

HB

57

FISCAL NOTE

STATE OF ALASKA
1995 LEGISLATIVE SESSION

BILL NO: HB 57

Revision Date: _____ Dept. Affected: Public Safety
 Title: An Act relating to driver licensing... BRU: Motor Vehicles
 Component: Driver Services
 Sponsor: Representative Green
 Requestor: H. TRA. COMPONENT SERIAL NO. 500

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

| OPERATING | FY 96 | FY 97 | FY 98 | FY 99 | FY 00 | FY 01 |
|------------------------|--------------|-------------|-------------|-------------|-------------|-------------|
| PERSONAL SERVICES | 41.2 | 36.7 | 36.7 | 36.7 | 36.7 | 36.7 |
| TRAVEL | 5.6 | 0 | 0 | 0 | 0 | 0 |
| CONTRACTUAL | 62.8 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 |
| SUPPLIES | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| EQUIPMENT | 16.5 | 0 | 0 | 0 | 0 | 0 |
| LAND & STRUCTURES | 0 | 0 | 0 | 0 | 0 | 0 |
| GRANTS, CLAIMS | 0 | 0 | 0 | 0 | 0 | 0 |
| MISCELLANEOUS | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL OPERATING | 126.6 | 39.5 | 39.5 | 39.5 | 39.5 | 39.5 |

| | | | | | | |
|-----------------------------|------------|------------|------------|------------|------------|------------|
| CAPITAL EXPENDITURES | -0- | -0- | -0- | -0- | -0- | -0- |
|-----------------------------|------------|------------|------------|------------|------------|------------|

| | | | | | | |
|----------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| CHANGE IN REVENUES (1005) | 163.0 | 163.0 | 163.0 | 163.0 | 163.0 | 163.0 |
| Revenue Code | | | | | | |

FUNDING: (Thousands of Dollars)

| | | | | | | |
|--------------------------|--------------|-------------|-------------|-------------|-------------|-------------|
| 1002 Federal Receipts | 77.1 | 0 | 0 | 0 | 0 | 0 |
| 1003 GE Match | 0 | 0 | 0 | 0 | 0 | 0 |
| 1004 GE | 49.5 | 39.5 | 39.5 | 39.5 | 39.5 | 39.5 |
| 1005 GE/Program Receipts | 0 | 0 | 0 | 0 | 0 | 0 |
| 1006 GE/MHT/A | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 126.6 | 39.5 | 39.5 | 39.5 | 39.5 | 39.5 |

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

Handwritten:
2/3/95

Prepared By: Juanita M. Hensley Phone: 465-2650
 Division: Motor Vehicles Date: 2/1/95
 Approved by Commissioner: Ronald L. Olte Date: 2-6-95
 Agency: Ronald L. Olte, Dept. of Public Safety

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January 27, 1995

Traffic crashes are the number one cause of death for youth nationwide. Alaska statistics are no different than the national statistics.

The impact this bill has on the Division of Motor Vehicles is the issuance of the full driver's license after the provisional license period is over. This bill requires the person to come into the office and be re-issued a driver's license without the provisional license restriction. The person will be required to pay a duplicate license fee of \$10. The division issued approximately 10,000 driver's licenses in 1994 to individual's in this age group. This will generate approximately \$100.0 in new general fund program receipts.

A person of this age group will have the driver's license suspended for accumulation of points at 6 point level instead of 12 points in a 12 month period. In 1994, 1,205 warning notices were sent to individual's in this age group. It is anticipated, this bill, will cause a deterrent effect on this age group and, approximately 500 of these individuals will not reach the 6 point accumulation. This will result in approximately 700 additional point suspensions yearly. Since the point suspension notices are automated, the cost the Division will incur is for the postage to mail the suspension notices to the individual. The law requires these notices to be mailed by certified mail return receipt. Postage rate for certified mail is \$2.52 each.

It is estimated, 90 percent of all persons whose license is suspended will reinstate their driver's license. A \$100.00 reinstatement fee is charged anytime a person has had their license suspended. This will generate approximately \$63.0 in new general fund program receipts revenue. The total amount of additional new general fund program receipt revenue generated by this bill is \$163.0

The Division of Motor Vehicles applied for a grant to assist in implementation cost for a graduated license program. Alaska was awarded the grant from the National Highway Traffic Safety Administration in the amount of \$77.1 for this pilot project. The only other state to receive this type of grant was North Carolina.

The following analysis is an estimate of the operational cost the Division of Motor Vehicles anticipates with the passage of this bill.

| | <u>FY96</u> | <u>FY97</u> |
|--|-------------|-------------|
| <u>PERSONAL SERVICES</u> | | |
| 1 Motor Vehicle Representative (Anchorage) | \$36.7 | \$36.7 |
| Federal Grant Receipts | \$4.5 | |
| <u>TRAVEL</u> | | |
| Federal Grant Receipts | \$5.6 | |
| <u>CONTRACTUAL</u> | | |
| Postage 700 notices (certified mail) @ \$2.52 each | \$1.8 | \$1.8 |
| Computer (Mainframe Connection)..yearly costs | \$0.5 | \$0.5 |
| Federal Grant Receipts | \$60.5 | |
| \$9.6 Data Processing Fees | | |
| \$30.0 Computer Programming | | |
| \$6.6 Public Service Announcements and Brochures | | |
| \$13.0 Public Opinion Survey | | |
| \$1.3 Tuition-National Judicial College for Hearing Officer Training | | |
| <u>SUPPLIES</u> | | |
| Routine office supplies | \$0.5 | \$0.5 |
| <u>EQUIPMENT</u> | | |
| 1 Complete Computer Workstation | \$10.0 | |
| One time costs | | |
| Federal Grant Receipts | \$6.5 | |
| Upgrade of Computer equipment and software | | |
| <u>TOTAL</u> | \$126.6 | \$39.5 |

Alaska State Legislature

Representative Joe Green

Sponsor Statement

HB 57 - "Licensing Requirements for Drivers"

HB 57 establishes new rules for young drivers. Due to the high incidence of accidents, injury, and death among teenage drivers many states, and other political jurisdictions, are changing the rules which grant teenagers the "license" to drive.

One strategy to reduce young driver accidents is the provisional licensing system. HB 57 establishes a graduated system where, a new, young driver must begin his/her progression to "driver-hood" with a learners permit, graduate to a restricted, provisional license, and then, if driving performance has been satisfactory during the provisional period, an unrestricted license is awarded.

Language in HB 57 establishes certain conditions during the provisional stage which include restrictions on nighttime driving, so that driving takes place in less dangerous circumstances. Currently, 12 states have laws which limit teenagers from operating motor vehicles during late evening or early morning hours. Studies in these states have shown that nighttime restrictions have significantly reduced accidents.

Finally, HB 57 is designed to allow the Department of Public Safety to take advantage of new federal legislation. The "High Risk Drivers Act of 1993" established monetary incentives for states that implement programs for young drivers. I believe that passage of HB 57, along with federal support, will help stop the teenage carnage on our highways.

STATE OF ALASKA

DEPARTMENT OF PUBLIC SAFETY

HIGHWAY SAFETY PLANNING AGENCY

Darin Tron

TONY KNOWLES, GOVERNOR

Ronald L. Otte
Commissioner

P.O. BOX 111200
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March 30, 1995

The Honorable Gary Davis
Alaska State Legislature
State Capitol, Room 420
Juneau, AK 99801-1182

Dear Representative Davis:

The Alaska Highway Safety Planning Agency (AHSPA) is responsible for the Governor's highway safety program. The goals of this program are to reduce fatalities and injury vehicle accidents on Alaska's roadways. In 1994 drivers between the ages of 16 through 20 represented only 6.2% of all licensed drivers in Alaska, they represent however, 12.9% of the drivers involved in traffic crashes within the state. This same age group was also involved as drivers in 28.8% of total fatal crashes in Alaska. Nationwide more than 40% of all deaths of persons ages 15 to 20 result from motor vehicle crashes. This is a loss of over 6,500 young lives. Many of these deaths may have been avoided if a Graduated Licensing System nationwide had been in place.

Recent studies conducted by the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) indicate that graduated licensing systems can reduce crashes, injuries and deaths through a graduated drivers licensing program. Under this system, novice drivers are required to demonstrate responsible driving behavior in each stage of the licensing before advancing to the next level.

The Highway Safety Planning Agency encourages you to give strong consideration to passage of HB 57. We believe it will have a positive effect on ensuring the safety of our States most valuable resource, it's young people. We thank you for your consideration, and look forward to working with you on this issue.

Sincerely,

Lorn M. Campbell

Lorn M. Campbell
Administrator

TONY KNOWLES, GOVERNOR

DEPT. OF HEALTH AND SOCIAL SERVICES

**DIVISION OF PUBLIC HEALTH
EMERGENCY MEDICAL SERVICES SECTION**

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JUNEAU, ALASKA 99811-0616
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February 2, 1995

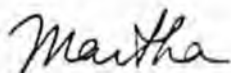
Juanita Hensley
Chief, Driver Services
Department of Public Safety
Division of Motor Vehicles

Dear Nita,

Attached is information from the Alaska Trauma Registry on motor vehicle drivers involved in crashes and admitted to an Alaskan hospital for 1991 through 1994. Missing from this data are passengers requiring hospitalization after a vehicle crash involving a youthful driver.

Please let me know if you have any questions or if there is additional information that you need.

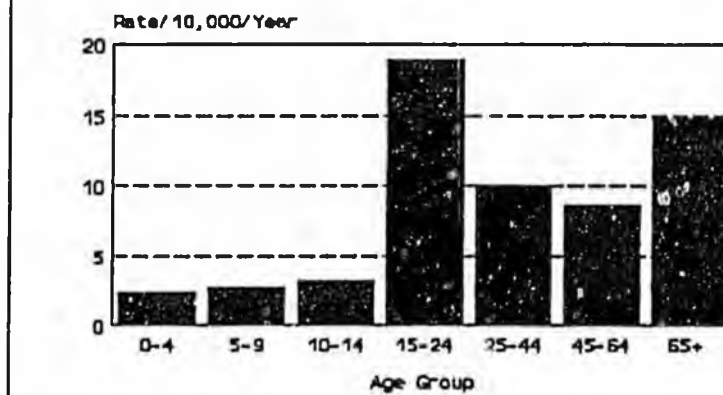
Sincerely,



Martha Moore
Trauma Registry Coordinator

For the years 1991 and 1992, the 15-24 age group had the largest rates of fatal and non-fatal hospitalized motor vehicle crash injuries in Alaska.

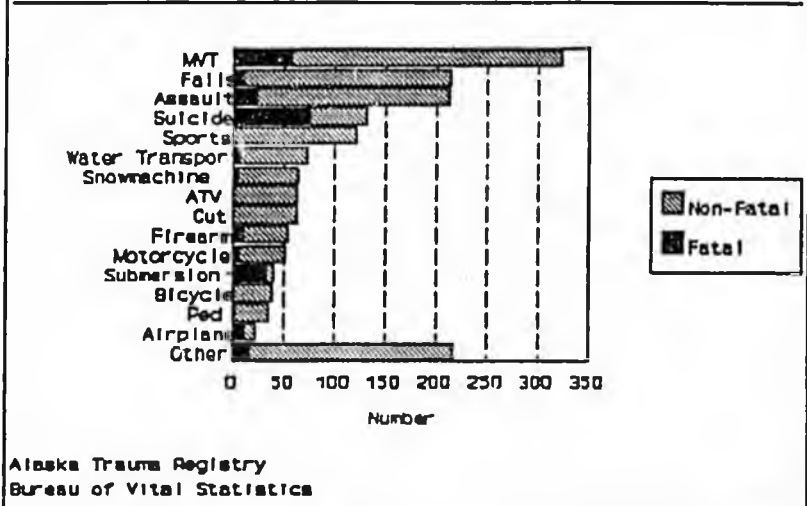
Fatal and Non-Fatal (Hospitalized) Injuries, 1991-1992
Alaska Statewide
Motor Vehicle Traffic [N=1057]



Alaska Trauma Registry
Bureau of Vital Statistics

In these two years, motor vehicle crash was clearly the most common cause of hospitalization for this age group.

Fatal and Non-Fatal (Hospitalized) Injuries, 1991-1992
 Alaska Statewide
 Age 15-24 [N=1721]



From 1991 through 1994, the Alaska Trauma Registry has information on traumatic injuries resulting in hospitalization, transfer to another hospital, or emergency department death, including 'Dead on Arrival'. Data for 1994 is not yet complete.

Out of 979 drivers hospitalized due to motor vehicle crashes, 128 (13%) were age 20 and under. Of the hospitalized youth, alcohol was suspected to be a factor in 31 (24%) of the incidents. Of the 277 hospitalized drivers for whom alcohol was suspected to be a factor, 11% were age 20 and under.

Injury time was indicated for 106 of the youth drivers. In 24 (21%) of the cases, the injury occurred between 1:00 AM and 5:00 AM. In another 29 cases (36%), the injury occurred between 9:00 PM and 1:00 AM.

Of the 128 youth drivers 8 (6.3%) were critically injured, 11 (8.6) were severely injured, 41 (32%) seriously injured, 53 (41.1%) moderately injured, and 11 (8.6) sustained minor injuries. Four were not scored for injury severity.

Of the 128 youth drivers hospitalized, 8 died and 12 were discharged with a permanent disability. Five were discharged to an inpatient rehabilitation facility and 1 to a residential facility.

Based on available hospital charge information, the average cost per patient per admission in the 14 through 20 age group was about \$20,000. Not included is physician fees, rehabilitation costs, and subsequent disability payments.

Alaska Trauma Registry, 1991-1994 (1994 not yet complete), hospitalized motor vehicle crash drivers.

| Age Group | # Hosp | % Total | % Licensed Drivers |
|-----------|--------|---------|--------------------|
| <16 | 12.0 | 1.2 | 0.0 |
| 16-20 | 116.0 | 11.8 | 6.2 |
| 21-25 | 167.0 | 17.1 | 10.6 |
| 26-30 | 133.0 | 13.6 | 12.4 |
| 31-35 | 130.0 | 13.3 | 14.7 |
| 36-40 | 107.0 | 10.9 | 14.9 |
| 41-45 | 72.0 | 7.4 | 12.8 |
| 46-50 | 63.0 | 6.4 | 9.5 |
| 51-55 | 37.0 | 3.8 | 6.6 |
| 56-60 | 43.0 | 4.4 | 4.4 |
| 61-65 | 29.0 | 3.0 | 3.1 |
| 66-70 | 36.0 | 3.7 | 2.3 |
| 71+ | 34.0 | 3.5 | 2.6 |
| Total | 979.0 | | |

Hospitalized motor vehicle crash drivers, 1991-1994 (1994 not complete), by year.

| Year | Total Pts | ≤ Age 20 | % Youth of Total |
|-------|-----------|----------|------------------|
| 1991 | 277.0 | 40.0 | 14.4 |
| 1992 | 261.0 | 32.0 | 12.3 |
| 1993 | 276.0 | 34.0 | 12.3 |
| 1994 | 165.0 | 22.0 | 13.3 |
| Total | 979.0 | 128.0 | 13.1 |

Hospitalized motor vehicle crash drivers, 1991-1994 (1994 not complete), alcohol involvement suspected.

| Year | Total Alcohol | Youth Alcohol | % Youth of Total |
|-------|---------------|---------------|------------------|
| 1991 | 62.0 | 12.0 | 19.4 |
| 1992 | 76.0 | 7.0 | 9.2 |
| 1993 | 90.0 | 8.0 | 8.9 |
| 1994 | 49.0 | 4.0 | 8.2 |
| Total | 277.0 | 31.0 | 11.2 |