

HB

57

SFIN

FILE

SENATE FINANCE COMMITTEE REPORT

DATE: 3/29/96

DATE TURNED INTO OFFICE: 5/02/96

The Finance Committee considered HOUSE BILL NO. 57

REPORTED OUT OF
SFC 5/02/96

"An Act relating to driver's licensing; and providing for an effective date."

and recommends:

be replaced with S CS HB 57 (FIN)

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:
- same title
 - technical change
 - new: SCR#

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	NR	DNP	AM
		<i>Steve King</i>	✓		
		<i>1000 E. 100</i>	✓		
		<i>Paul J. Starnoff</i>	✓		
		<i>Ben Sharp</i>	✓		
Co-Chair: <i>[Signature]</i>	✓	Co-Chair: <i>[Signature]</i>			
Co-Chair: <i>[Signature]</i>		Co-Chair: <i>Paul Hilford</i>	✓		

NEW FISCAL NOTE(S):

Department Date Zero Fiscal

Pub. Safety/Driver Service	3/28/96		108.3

PREVIOUS FISCAL NOTE(S):*

Department Date Zero Fiscal

APPROPRIATION -- no fiscal note

*include fiscal notes accompanying Governor's bill

FISCAL NOTE

STATE OF ALASKA
1996 LEGISLATIVE SESSION

BILL NO: SCS HB 57(JUD)

Revision Date: 3/28/96 Dept. Affected: Public Safety
 Title: An Act relating to driver licensing... BRU: Motor Vehicles
 Component: Driver Services
 Sponsor: Representative Green
 Requestor: S. JUD. COMPONENT SERIAL NO. 500

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

OPERATING	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
PERSONAL SERVICES	22.9	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	108.3	39.5	39.5	39.5	39.5	39.5

CAPITAL EXPENDITURES	-0-	-0-	-0-	-0-	-0-	-0-
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CHANGE IN REVENUES (1005) Revenue Code	163.0	163.0	163.0	163.0	163.0	163.0
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FUNDING: (Thousands of Dollars)

1002 Federal Receipts	77.1	0	0	0	0	0
1003 GF Match	0	0	0	0	0	0
1004 GF	31.2	39.5	39.5	39.5	39.5	39.5
1005 GF/Program Receipts	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
Other	0	0	0	0	0	0
TOTAL	108.3	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

Prepared By: Juanita M. Hensley Phone: 465-2650
 Division: Motor Vehicles Date: 3/28/96
 Approved by Commissioner: *Ronald L. Otte* Date: 3/28/96
 Agency: Ronald L. Otte, Dept. of Public Safety

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SCS HB 57(JUD)

Fiscal Note Analysis cont.

March 28, 1996

In 1993, the National Highway Traffic Safety Administration (NHTSA) offered to state's direct grants to assist in the implementation and evaluate a graduated license system. In 1994, Alaska and North Carolina were the only two states to be awarded these grants. Alaska's grant was in the amount of \$77.1.

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 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 the 8 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 following is a cost breakdown associated with Alaska's graduated license implementation grant.

Personnel Services.....\$ 4.5 (Overtime cost associated with the grant administration.)
 Travel.....\$ 5.6
 Contractual.....\$60.5
 Equipment.....\$ 6.5
 TOTAL.....\$77.1

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

	<u>FY97</u>	<u>FY98</u>
<u>PERSONAL SERVICES</u>		
1 Motor Vehicle Representative (Anchorage) 1/2 year FY97	\$18.4	\$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>	\$108.3	\$39.5

Amend. p. 2 line 2
adopted

9-LS0269\G

FIN
SENATE CS FOR HOUSE BILL NO. 57(JUD)
IN THE LEGISLATURE OF THE STATE OF ALASKA
NINETEENTH LEGISLATURE - SECOND SESSION

BY THE SENATE JUDICIARY COMMITTEE

Offered: 3/29/96
Referred: Finance

Sponsor(s): REPRESENTATIVES GREEN, Bunde, Toohy

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to driver's licensing; and providing for an effective date."

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

3 * Section 1. AS 28.15.031(a) is amended to read:

4 (a) The department may not issue a driver's license to a person

5 (1) who is under the age of 16 years, except that the department may
6 issue a permit under AS 28.15.051 or a restricted license under AS 28.15.121; or

7 (2) who is at least 16 years of age but not yet 18 years of age unless
8 the person meets the requirements of AS 28.15.057.

9 * Sec. 2. AS 28.15.051(a) is amended to read:

10 (a) Except as provided in (b) of this section, a person who is at least 14 years
11 of age may apply to the department for an instruction permit. The department may,
12 after the applicant has successfully passed all parts of the examination under
13 AS 28.15.081 other than the driving test, issue to the applicant an instruction permit.
14 The permit allows a person, while having the permit in the person's immediate
15 possession, to drive a specified type or class of motor vehicle on a highway or

5/2/96
RP moved to change age p. 2, line 2 from 25 to 22 Adopted

1 vehicular way or area for a period not to exceed two years. The permittee must be
2 accompanied by a person at least ²²~~25~~ [19] years of age who has been licensed at least
3 one year to drive the type or class of vehicle being used, who is capable of exercising
4 control over the vehicle and who occupies a seat beside the driver, or who
5 accompanies and immediately supervises the driver when the permittee drives a
6 motorcycle. An instruction permit may be renewed.

7 * Sec. 3. AS 28.15 is amended by adding new sections to read:

8 Sec. 28.15.055. PROVISIONAL DRIVER'S LICENSE. Upon application, the
9 department may issue a provisional driver's license to a person who is at least 16 years
10 of age but not yet 18 years of age if the person has been licensed under an instruction
11 permit issued under AS 28.15.051 or under the law of another state with substantially
12 similar requirements, for at least six months.

13 Sec. 28.15.057. RESTRICTIONS ON DRIVER'S LICENSE ISSUED TO A
14 PERSON UNDER 18. (a) Except as provided under AS 28.15.051 or 28.15.055, a
15 person who is at least 16 years of age but not yet 18 years of age may not be issued
16 a driver's license unless the person has been licensed under an instruction permit
17 issued under AS 28.15.051 for at least six months and has held a valid provisional
18 driver's license issued under AS 28.15.055 for at least one year.

19 (b) A person authorized to drive a motor vehicle under an instruction permit
20 issued under AS 28.15.051 or a provisional driver's license issued under AS 28.15.055
21 may not drive a motor vehicle on a highway or vehicular way or area between the
22 hours of 1:00 a.m. and 5:00 a.m. each day. This paragraph does not apply to a person
23 authorized to drive under a provisional driver's license who is driving from the
24 person's place of residence to the person's place of employment or from the person's
25 place of employment to the person's residence and who is driving along the most
26 direct highway, vehicular way or area available between the residence and the place
27 of employment.

28 * Sec. 4. AS 28.15.221(b) is amended to read:

29 (b) The regulations adopted under (a) of this section must [SHALL] include
30 a designated level of point accumulation that [WHICH] identifies drivers who are
31 habitually reckless or negligent or who are habitual or frequent violators of traffic

1 laws, so as to show a disrespect for traffic laws and a disregard for the safety of other
2 persons. In formulating the point system authorized by this section, the commissioner
3 shall, in the interest of interstate uniformity, provide for suspension, revocation or
4 denial of a driver's license, privilege to drive, or privilege to obtain a license for an
5 accumulation of 12 or more points as a result of offenses committed during any
6 consecutive 12-month period or 18 or more points as a result of offenses committed
7 during any 24-month period, except for a person licensed under an instruction
8 permit or provisional license. A person licensed under an instruction permit or
9 provisional license shall have the person's license suspended, revoked, or denied
10 for an accumulation of eight or more points as a result of offenses committed
11 during any consecutive 12-month period.

12 * Sec. 5. AS 28.40.100(a)(8) is amended to read:

13 (8) "driver's license" or "license," when used in relation to driver
14 licensing, means a license, provisional license, or permit to drive a motor vehicle, or
15 the privilege to drive or to obtain a license to drive a motor vehicle, under the laws
16 of this state [,] whether or not a person holds a valid license issued in this or another
17 jurisdiction;

18 * Sec. 6. This Act takes effect January 1, 1997.

5/2/96 This draft removes night time restrictions

WORK DRAFT

WORK DRAFT

WORK DRAFT

9-LS0269AK
Ford
4/26/96

SENATE CS FOR HOUSE BILL NO. 57()
IN THE LEGISLATURE OF THE STATE OF ALASKA
NINETEENTH LEGISLATURE - SECOND SESSION

BY

Offered:
Referred:

Sponsor(s): REPRESENTATIVES GREEN, Bunde, Toohey

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to driver's licensing; and providing for an effective date."

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5 (1) who is under the age of 16 years, except that the department may
6 issue a permit under AS 28.15.051 or a restricted license under AS 28.15.121; or
7 (2) who is at least 16 years of age but not yet 18 years of age unless
8 the person meets the requirements of AS 28.15.057.

9 * Sec. 2. AS 28.15.051(a) is amended to read:

10 (a) Except as provided in (b) of this section, a person who is at least 14 years
11 of age may apply to the department for an instruction permit. The department may,
12 after the applicant has successfully passed all parts of the examination under
13 AS 28.15.081 other than the driving test, issue to the applicant an instruction permit.
14 The permit allows a person, while having the permit in the person's immediate
15 possession, to drive a specified type or class of motor vehicle on a highway or

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vehicular way or area for a period not to exceed two years. The permittee must be accompanied by a person at least ²²25 [19] years of age who has been licensed at least one year to drive the type or class of vehicle being used, who is capable of exercising control over the vehicle and who occupies a seat beside the driver, or who accompanies and immediately supervises the driver when the permittee drives a motorcycle. An instruction permit may be renewed.

* Sec. 3. AS 28.15 is amended by adding new sections to read:

Sec. 28.15.055. PROVISIONAL DRIVER'S LICENSE. Upon application, the department may issue a provisional driver's license to a person who is at least 16 years of age but not yet 18 years of age if the person has been licensed under an instruction permit issued under AS 28.15.051 or under the law of another state with substantially similar requirements, for at least six months.

Sec. 28.15.057. RESTRICTIONS ON DRIVER'S LICENSE ISSUED TO A PERSON UNDER 18. Except as provided under AS 28.15.051 or 28.15.055, a person who is at least 16 years of age but not yet 18 years of age may not be issued a driver's license unless the person has been licensed under an instruction permit issued under AS 28.15.051 for at least six months and has held a valid provisional driver's license issued under AS 28.15.055 for at least one year.

* Sec. 4. AS 28.15.221(b) is amended to read:

(b) The regulations adopted under (a) of this section must [SHALL] include a designated level of point accumulation that [WHICH] identifies drivers who are habitually reckless or negligent or who are habitual or frequent violators of traffic laws, so as to show a disrespect for traffic laws and a disregard for the safety of other persons. In formulating the point system authorized by this section, the commissioner shall, in the interest of interstate uniformity, provide for suspension, revocation or denial of a driver's license, privilege to drive, or privilege to obtain a license for an accumulation of 12 or more points as a result of offenses committed during any consecutive 12-month period or 18 or more points as a result of offenses committed during any 24-month period, except for a person licensed under an instruction permit or provisional license. A person licensed under an instruction permit or provisional license shall have the person's license suspended, revoked, or denied

1 for an accumulation of eight or more points as a result of offenses committed
2 during any consecutive 12-month period.

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5 licensing, means a license, provisional license, or permit to drive a motor vehicle, or
6 the privilege to drive or to obtain a license to drive a motor vehicle, under the laws
7 of this state [,] whether or not a person holds a valid license issued in this or another
8 jurisdiction;

9 * Sec. 6. This Act takes effect January 1, 1997.

FISCAL NOTE

2/15/96

STATE OF ALASKA
1996 LEGISLATIVE SESSION

BILL NO: HB 57

Revision Date: 2/6/96
 Title: An Act relating to driver licensing...
 Sponsor: Representative Green
 Requestor: S. Transportation

Dept. Affected: Public Safety
 BRU: Motor Vehicles
 Component: Driver Services
 COMPONENT SERIAL NO. 500

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

OPERATING	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
PERSONAL SERVICES	22.9	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	108.3	39.5	39.5	39.5	39.5	39.5

CAPITAL EXPENDITURES	-0-	-0-	-0-	-0-	-0-	-0-
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CHANGE IN REVENUES (1005) Revenue Code	163.0	163.0	163.0	163.0	163.0	163.0
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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	31.2	39.5	39.5	39.5	39.5	39.5
1005 GE/Program Receipts	0	0	0	0	0	0
1006 GE/MHTIA	0	0	0	0	0	0
Other	0	0	0	0	0	0
TOTAL	108.3	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

Prepared By: Juanita M. Hensley
 Division: Motor Vehicles
 Approved by Commissioner: *Ronald L. Otte*
 Agency: Ronald L. Otte, Dept. of Public Safety

Phone: 465-2650
 Date: 2/6/96
 Date: 2/13/96

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February 6, 1996

In 1993, the National Highway Traffic Safety Administration (NHTSA) offered to state's direct grants to assist in the implementation and evaluate a graduated license system. In 1994, Alaska and North Carolina were the only two states to be awarded these grants. Alaska's grant was in the amount of \$77.1.

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

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Personnel Services.....\$ 4.5 (Overtime cost associated with the grant administration.)
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 Equipment.....\$ 6.5
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The following analysis is an estimate of the operational cost the Division of Motor Vehicles anticipates with the passage of this bill.

	<u>FY 97</u>	<u>FY 98</u>
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1 Motor Vehicle Representative (Anchorage) 1/2 year FY 97	\$18.4	\$36.7
Federal Grant Receipts	\$4.5	
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Postage 700 notices (certified mail) @ \$2.52 each	\$1.8	\$1.8
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\$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>	<u>\$108.3</u>	<u>\$39.5</u>

FISCAL NOTE

2

STATE OF ALASKA
1996 LEGISLATIVE SESSION

BILL

Bill Version: SCS HB 57 (TRA)

(S) Publish Date: 2-28-96

Revision Date: 2/6/96 Dept. Affected: Public Safety
 Title: An Act relating to driver licensing... BRU: Motor Vehicles
 Sponsor: Representative Green Component: Driver Services
 Requestor: S. Transportation COMPONENT SERIAL NO. 500

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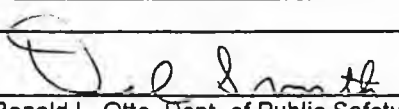
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ANALYSIS. (Attach a separate page if necessary.)

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Prepared By: Juanita M. Hensley Phone: 465-2650
 Division: Motor Vehicles Date: 2/6/96
 Approved by Commissioner:  Date: 2/13/96
 Agency: Ronald L. Otte, Dept. of Public Safety

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\$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>	<u>\$108.3</u>	<u>\$39.5</u>

202

FISCAL NOTE

No. 1
 Bill Version: HB 57
 (H) Publish Date: 3/10/95

STATE OF ALASKA
 1995 LEGISLATIVE SESSION

BILL N

Revision Date: _____ Dept. Affected: Public Safety
 Title: An Act relating to driver licensing... BRU: Motor Vehicles
 Sponsor: Representative Green Component: Driver Services
 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
CONTRACTS	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 GF Match	0	0	0	0	0	0
1004 GF	49.5	39.5	39.5	39.5	39.5	39.5
1005 GF/Program Receipts	0	0	0	0	0	0
1006 GF/MHTIA	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

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

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ORIGINAL

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	\$1.3	\$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

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907/263-8177 FAX



CHIEF CHAIR, RESOURCES COMMITTEE
VICE CHAIR, JUDICIARY COMMITTEE
MEMBER, STATE AFFAIRS COMMITTEE

FINANCE SUBCOMMITTEES
DEPT. OF NATURAL RESOURCES
DEPT. OF COMMERCE & ECONOMIC DEVELOPMENT
DEPT. OF ENVIRONMENTAL CONSERVATION

Representative Joe Green

District 10

Sponsor Statement

HB 57 - "Licensing Requirements for Drivers"

Currently 16-20 year old drivers comprise 6.2 percent of Alaskan drivers, but account for 28 percent of all fatal crashes. Due to this high incidence of accidents, injury, and death among teenage drivers many states 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 whereby a 14 year old may apply for a learners permit. At age 16, providing the driver has held a permit for at least 6 months, he/she can be graduated to a provisional license. This provisional license has restricted nighttime driving hours between 1AM and 5AM, with an exception made for driving to and from work. At age 17, if driving performance has been satisfactory during the one year provisional period, an unrestricted license can be awarded.

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.

HB 57 is designed to allow the Department of Public Safety to take advantage of new federal funding to implement such legislation. The epidemic of disproportional teenage accidents nationwide led to the "High Risk Drivers Act of 1993" which established monetary incentives for states that implement programs for young drivers. I believe that enacting a graduated drivers license will help stop the teenage carnage on our highways, just as it has in every state that has enacted similar legislation.

LEGAL SERVICES

DIVISION OF LEGAL AND RESEARCH SERVICES
LEGISLATIVE AFFAIRS AGENCY
STATE OF ALASKA

(907) 465-3867 or 465-2450
FAX (907) 465-2029
Mail Stop 3101

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

MEMORANDUM

April 22, 1996

SUBJECT: Sectional Summary of SCS CSHB 57(JUD)

TO: Representative Joe Green
Attn: Melinda Gruening

FROM: Michael F. Ford *M.F. Ford*
Legislative Counsel

You have requested a sectional summary of the above-described bill.

As a preliminary matter, note that a sectional summary of a bill should not be considered an authoritative interpretation of the bill and the bill itself is the best statement of its contents. If you would like an interpretation of the bill as it may apply to a particular set of circumstances, please advise.

Section 1. Prohibits issuance of a driver's license to a person at least 16 but not yet 18 years old, unless the person meets the requirements of AS 28.15.057.

Section 2. Increases the age of a licensed person who accompanies a person driving a vehicle under a permit, from 19 to 25.

Section 3. Enacts new provisions of law requiring a provisional driver's license for a person at least 16 but not yet 18 years old. Imposes driver's license restrictions on a person at least 16 but not yet 18 years old. Imposes a curfew on a person driving under a permit or provisional driver's license. Provides for exceptions to the curfew.

Section 4. Imposes a point suspension program for a person licensed under a permit or a provisional license.

Section 5. Amends the existing definition of "driver's license".

Section 6. Effective date.

MFF:klb
96-298.klb

Anchorage Daily News

Fuller A. Cowell
Publisher



Kent Pollock
Editor

Michael Carey, Editorial Page Editor

Patrick Dougherty, Managing Editor

Gerald E. Grilly, Publisher, 1984—1993
Katherine Fanning, Editor and Publisher, 1971—1983
Lawrence Fanning, Editor and Publisher, 1967—1971
Founded in 1946 by Norman C. Brown

Young drivers

Let's start them off slowly

State Rep. Joe Green, R-Anchorage, wants to make it harder for teenagers to win full driving privileges. More power to him. The graduated licensing process he has in mind should help make Alaska roads safer for both youths and adults.

Rep. Green's bill is grounded in a reality that makes every parent of a teen worry. Young drivers simply have more accidents.

In Alaska, drivers age 20 and under are only 6.2 percent of the driving population, but they account for twice that number of accidents — 12.8 percent. (That's according to 1993 data from the Alaska Highway Safety Planning Agency.)

No doubt Rep. Green's idea will prove unpopular with Alaska youths. They'll naturally resent being barred from late night driving or having to maintain a clean record before getting full driving privileges.

At 16, a driver's license is a ticket to freedom, a chance to exercise new-found independence, to reel the power of sitting behind the wheel.

Unfortunately, that driver's license is often a ticket to something else — the hospital, or worse. And when young drivers make misjudgments, they aren't the only ones who suffer the consequences. Often their fellow passengers or other drivers wind up hurt or dead.

Contrary to what some youths may think, driving is not a right, it's a privilege — a privilege that carries a heavy responsibility. Creating a graduated license will encourage Alaska youths to use their



MADD

Telephone: (907) 522-6233
FAX: (907) 522-6234

Mothers Against Drunk Driving

Anchorage Chapter
615 East 82nd Avenue, Ste. 31
Anchorage, AK 99515-3157

19 April 1996

Representative Joe Green
State Capitol Building
Juneau, Alaska 99801

Dear Representative Green:

On behalf of MADD - Anchorage's Board of Directors, staff and general membership, I write to express very strong support for HB 57. As we understand it, this bill would institute a graduated driver's licensing procedure for teenage applicants.

Since you are aware of MADD - National's support for this type legislation and have from them considerable background information, I will refrain from being repetitious. However I will call attention to the age 25 requirement for the accompanying licensed instructor. We feel this is very prudent and would strongly oppose any attempt to lower this age requirement.

Again, you have our strong support for HB 57.

Sincerely,

Palmira Santos
President



Representative Joe Green
Alaska State Legislature
Juneau, AK 99801-1182

FEB 26 1996

February 21, 1996

Dear Representative Green:

On behalf of the Juneau Mayor's Task Force on Youth, we would like to express our support for HB 57 - Licensing Requirements for Drivers. We support a provisional licensing system as a way to reduce young driver accidents and prevent injury and death among teenage drivers in Alaska.

The Mayor's Task Force on Youth is concerned with the health and safety of young people in Juneau. We support programs, activities and public policy which support youth in making a healthy transition to adulthood.

The Mayor's Task Force on Youth agrees with the legislation proposing a graduated licensing system allowing a 14 year old to apply for a learners permit, while increasing the age of the person accompanying the permittee to 25 years of age. This will provide an opportunity for young drivers to learn from more experienced and hopefully more responsible drivers. We support allowing youth to get a provisional license at age 16 with restrictions on nighttime driving hours between 1 am and 5 am. We appreciate the exemption made for driving to and from work. At age 17 youth can progress to an unrestricted license if their driving performance has been satisfactory.

We do not feel this legislation will unduly limit the rights and freedom of young drivers, but rather provides a chance for them to gradually learn to be responsible drivers. This legislation will not significantly affect those youth who are already responsible drivers, instead it will support their efforts to drive carefully and responsibly.

We hope HB 57 will be supported by this committee and the legislature and be enacted by the Department of Public Safety as a way to reduce injuries and death to young drivers.

Thank you for introducing and supporting this legislation. If you need any additional support please do not hesitate to call Jeannie Monk at 463-5844 or Ron Gleason at 463-1900.

Sincerely,

Jeannie Monk
Co-facilitator,
Mayor's Task Force on Youth

Ron Gleason
Co-facilitator,
Mayor's Task Force on Youth

DON YOUNG
CONGRESSMAN FOR ALL ALASKA

WASHINGTON OFFICE
2331 RAYBURN BUILDING
TELEPHONE 202/225-5765

COMMITTEES:

CHAIRMAN,
COMMITTEE ON
RESOURCES

COMMITTEE ON
TRANSPORTATION AND
INFRASTRUCTURE



Congress of the United States
House of Representatives
Washington, D.C. 20515

April 1, 1996

DISTRICT OFFICES:
222 WEST 7TH AVENUE, #3
ANCHORAGE, ALASKA 99513-7595
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BOX 10, 101 12TH AVENUE
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TELEPHONE 907/225-6880
130 TRADING BAY ROAD
SUITE 350
KENAI, ALASKA 99611-7716
907/283-5808

Representative Joe Green
Alaska State Legislature
Room 24, State Capitol
Juneau, Alaska 99801-1182

Dear Joe:

Thank you for writing to request a letter of support for a bill you introduced to reform and improve safety on Alaska's highways. I appreciate hearing from you.

As a matter of policy, I rarely become involved in issues solely under the jurisdiction of the state. However, your bill, HB 57, appears to have great merit in that it provides a logical, orderly system of granting learner's permits and provisional driver's licenses to new drivers, who account for a disproportionately great share of fatalities on Alaska's roads. If this bill qualifies the state of Alaska for additional funds to implement the program, it will advance efforts to reduce the incidence of injuries and death among young Alaskans.

I am happy to assist you, and hope you will let me know what I can do on the Federal level to expedite your endeavor.

Sincerely,

DON YOUNG
Congressman for all Alaska

DY/cnf

John L. George & Associates
3328 Pittz Cove Road
Juneau, Alaska 99801
Tel. 907 789-0172 Fax 907 789-0964

FAX TRANSMISSION

April 4, 1996

The Honorable Rick Halford
State Capitol
Juneau, Alaska 99801

Re: HB 57 Licensing Requirements for Drivers.

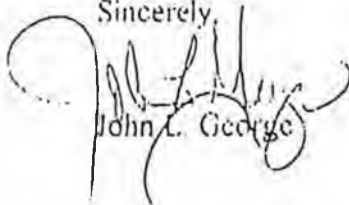
Dear Senator Halford,

As we discussed very briefly in your office last week, my insurance company clients are very interested in passage of HB 57, which is now in the Senate Finance Committee. We believe that passage of this bill will result in fewer accidents for youthful drivers but more importantly will instill better driving habits in those drivers which will last for the rest of their lives. The bill has been modified by committee substitute to meet the few objections that have been raised during committee hearings.

I urge you to schedule a hearing on this important legislation as soon as practical. I will testify in support of the bill as an Assistant Fire Chief, father of a teenage driver and as a representative of the insurance industry.

Thank you for your consideration of this important legislation

Sincerely,



John L. George

cc Rep Joe Green File

TONY KNOWLES, GOVERNOR

Ronald L. Otte
Commissioner
P.O. BOX 111200
JUNEAU, ALASKA 99811-1200
PHONE: (907) 465-4371
FAX: (907) 463-5860

DEPARTMENT OF PUBLIC SAFETY

HIGHWAY SAFETY PLANNING AGENCY

March 30, 1995

The Honorable Mark Hanley
Alaska State Legislature
State Capitol, Room 507
Juneau, AK 99801-1182

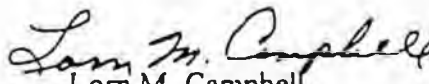
Dear Representative Hanley:

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
Administrator



Alaska Independent
Insurance Agents & Brokers, Inc.

April 17, 1996

Senator Rick Halford
Alaska State Legislature
State Capitol Building
Juneau, AK 99801

RE: HB 57

Dear Senator Halford,

As you are aware the Alaska Independent Insurance Agents & Brokers, Inc. is a trade association of professional insurance agents across the State of Alaska. We work on a daily basis with the Alaskan consumer.

We would urge the passage of HB 57 in the 1996 legislative session. This bill details parameters on the driver's licenses of inexperienced drivers. Accident rates are statistically higher for youthful operators of motor vehicles. The restrictions in HB 57 should improve highway safety and could ultimately improve the insurance climate in Alaska.

again, we would support HB 57 and would encourage it's passage.

Sincerely,

Linda S. Hall, CPCU, CIC
Legislative Chairman

METRO

ANCHORAGE DAILY NEWS

MONDAY, April 22, 1996

STATE NEWS

Teen killed in early morning crash

A 16-year-old boy died early Sunday morning when the car he was riding in collided with another vehicle at C Street and 15th Avenue. Gunthar M. Burt was pronounced dead at the scene after the 1983 Oldsmobile he was riding in collided with a vehicle driven by Jose Elias, 22, of Anchorage, according to the Anchorage Police Department. Burt was riding in the back seat of a car driven by Casey Weiss, 17, of Anchorage as the vehicle headed east on 15th, police said. Elias was traveling south on C Street in the right hand lane when his car collided with Weiss' vehicle about 2:30 a.m., police said. Elias and Weiss were taken to Alaska Regional Hospital, police said. Weiss was in stable condition Sunday evening. Elias was treated and released, a hospital spokesman said.

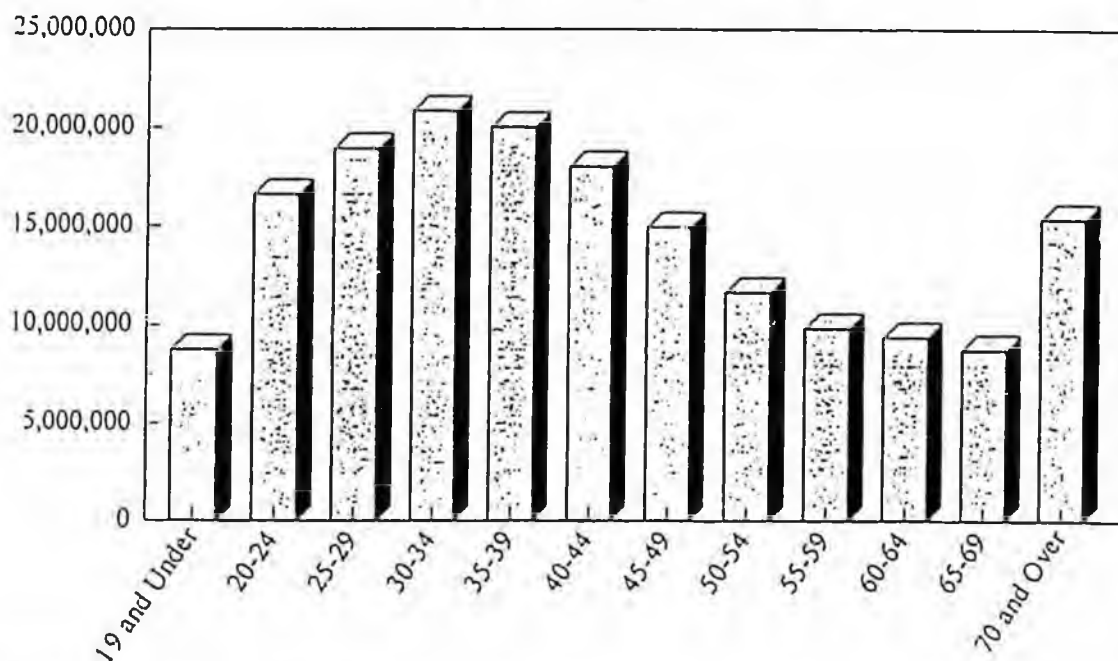
Eagle River man dies in wreck

An Eagle River man died near Cooper Landing Saturday afternoon when the motorcycle he was riding crossed the center line of the Sterling Highway and collided with an oncoming tractor-trailer truck, according to the Alaska State Troopers. Terry Lynn Collins, 40, died at the scene about 3:30 p.m. near a curve at Mile 50 of the highway, troopers said. Collins' Harley Davidson collided with a westbound tractor-trailer truck driven by Gary L. Spruill, 45, of Kasilof, troopers said. Collins and his motorcycle were thrown into the eastbound lane and struck by a tractor-trailer truck driven by Charles Ashley, 23, of Soldotna. Ashley had been following the eastbound Collins. The truck Ashley was driving overturned after being sideswiped by Spruill's truck, which veered into the eastbound lane after colliding with the motorcycle, according to troopers. The truck operated by Spruill then collided with a pickup driven by Marvin Husek, 43, of Anchorage, troopers said. Husek had been behind Ashley's truck, troopers said. Spruill was taken to the Soldotna hospital for treatment, where he was listed in stable condition Sunday evening. Husek drove the pickup from the scene, troopers said.

Teenage Driving Statistics

- Auto accidents are the number one killer of teenagers
- Teenagers make up 5 percent of the licensed population
- Teenagers are involved in 14 percent of all fatal accidents
- The risk of fatal crashes for teenagers is highest between 9 p.m. and 6 a.m.
- In 1993, 44% of the 16-year-old drivers involved in fatal accidents were single vehicle crashes
- Research indicates night driving curfews have resulted in crash reductions of 69%
- 20% of all passengers who die in crashes do so when a teenager is driving
- 67% of teen passenger deaths occur in crashes in which another teen is driving

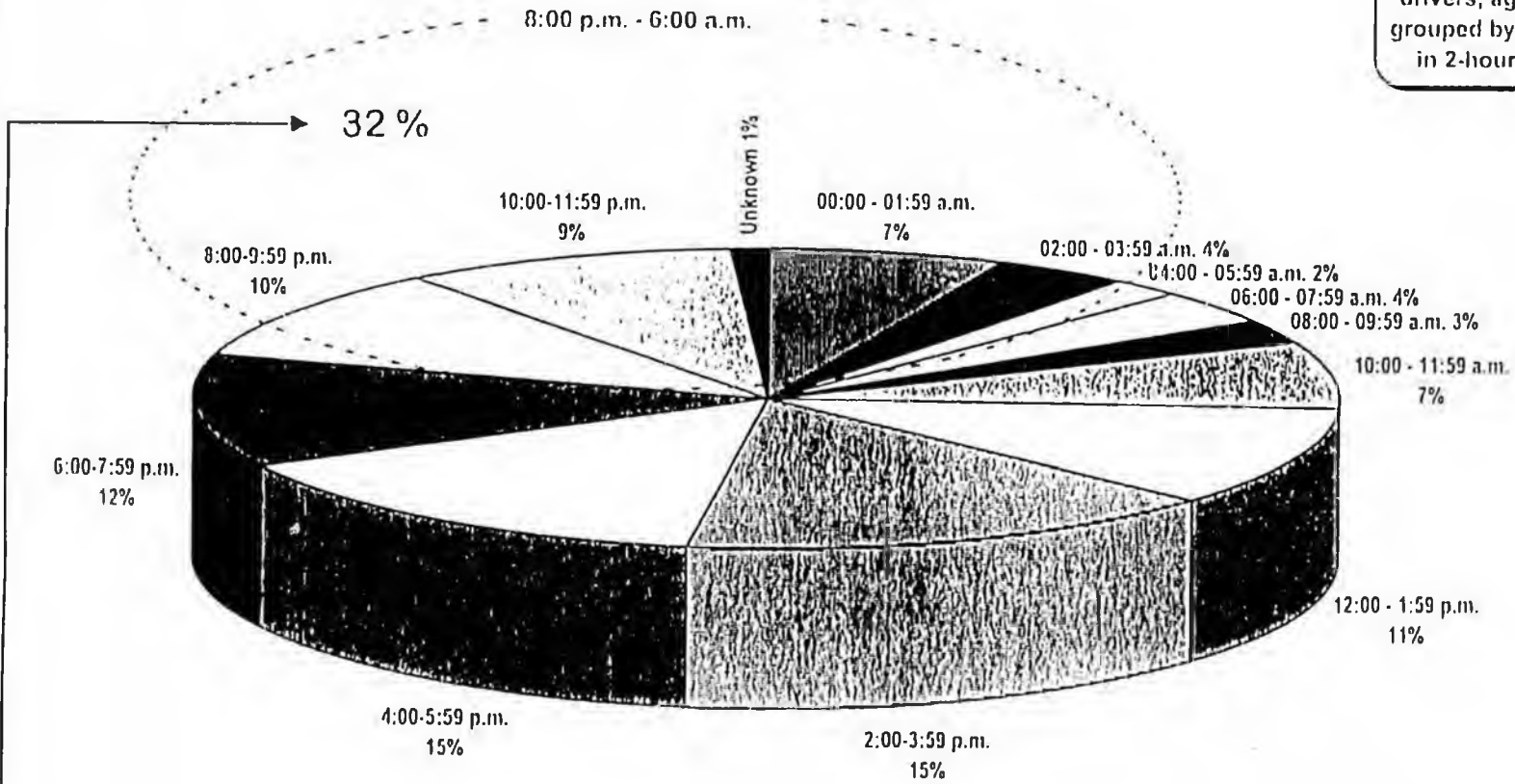
Number of Licensed Drivers by Age



Source: National Association of Independent Insurers

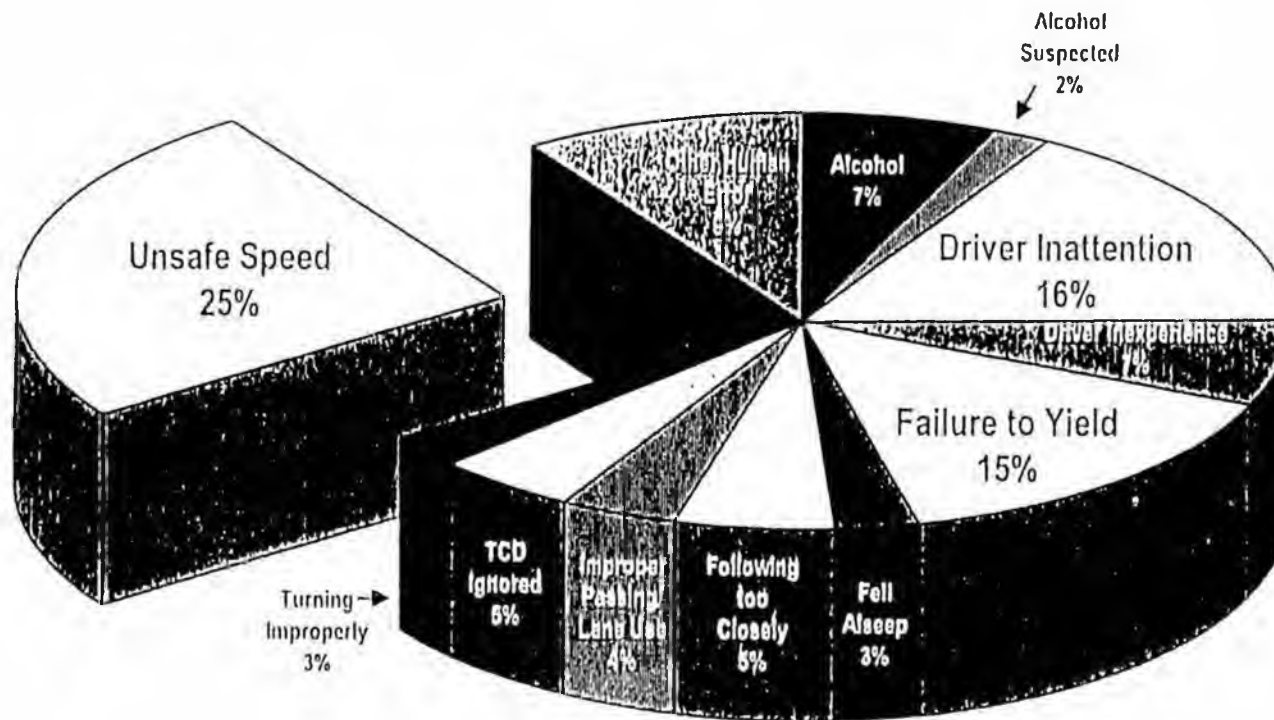
1993 YOUTH DRIVERS INVOLVED IN INJURY AND FATAL CRASHES {AGES: 16 - 20}

DATA REPRESENTED
 Percentage of 1,138
 injury and fatal crash
 drivers, ages 16 to 20,
 grouped by time of day,
 in 2-hour intervals.



32 percent of youth crash drivers were involved in crashes which resulted in injuries and/or fatalities between the hours of 8:00 p.m. and 6:00 a.m.

1993 HUMAN ERRORS KNOWN TO HAVE CONTRIBUTED TO
INJURY AND FATAL TRAFFIC CRASHES
INVOLVING YOUTH DRIVERS (AGES 16-20)



DATA REPRESENTED
Percentage of 814 known human errors contributing to injury and fatal crashes which involved a youth driver, age 16-20.

Other Known Factors
There were an additional 145 contributing factors other than human error. Of those other factors, 83 involved roadway conditions. 'Slippery pavement' was cited in 71% (59 of 83) of roadway factors. *SPECIAL NOTE: 'unsafe speed' was cited in combination with 'slippery pavement' 68% of the time (40 of 59 occurrences).*

Graduated Licensing In The United States

The American Association of Motor Vehicle Administrators (AAMVA) and the National Highway Traffic Safety Administration (NHTSA) encourage states to implement a graduated driver licensing (GDL) system. A GDL system eases young drivers into the driving environment under safer conditions prior to full unrestricted licensure. This system consists of three stages, named by the type of license possessed at each stage: learner's permit, intermediate (provisional) license, and full unrestricted license. Young drivers are required to demonstrate responsible driving behavior in each stage of licensing before advancing to the next.

Although licensing practices vary from state to state and no state has a comprehensive GDL system, several states have components of a system. Eight (8) states have three stages of licensing: California, Colorado, Maryland, Massachusetts, New York, Pennsylvania, West Virginia, and Wisconsin. These states require a learner's permit and have an intermediate license (e.g., provisional or junior license), prior to a full unrestricted license.

Four (4) states require a two-tiered licensing system and have several components of graduated licensing: Illinois, New Jersey, Oregon, and Vermont. Illinois and New Jersey require a permit prior to full unrestricted licensure. Oregon and Vermont do not require a permit but do have an intermediate license prior to full unrestricted licensure.

Four (4) additional states, Idaho, Louisiana, South Carolina, and South Dakota, do not have graduated licensing systems but do have one of the highly recommended components of such a system— nighttime driving restriction.

This booklet contains a table showing the recommended components of a GDL system, a map of states with GDL stages, and tables showing the components of licensing in states having three stages of licensing and two stages, one being an intermediate license.

States With Graduated Driver Licensing Stages September 1995



States With Two Stages Of Licensing (Intermediate license w/restrictions or has at least five components one being a night restriction)
Illinois, New Jersey, Oregon, Vermont

States With Three Stages Of Licensing
California, Colorado, Maryland, Massachusetts, New York, Pennsylvania, West Virginia, Wisconsin

Graduated Driver Licensing System Components

States With Licensing Stages And/Or Nighttime Restriction

	License Stages			Components						
	Learner's Permit Required	Intermediate License	Night Restriction	Parent Participation	Driver Education	Crash/Conviction Free Period	Youth Driver Improvement Action	Visually Distinct License	Lower BAC	Mandatory Safety
California	X	X		X	X			X	X	X
Colorado	X	X			X			X		X
Idaho *			X		X			X	X	X
Illinois *	X		X		X			X	X	X
Louisiana *			X		X		X	X	X	X
Maryland	X	X	X		X	X		X	X	X
Massachusetts	X	X	X		X		X	X	X	X
New Jersey	X		X		X		X		X	X
New York	X	X	X		X		X	X		X
Oregon		X					X	X	X	X
Pennsylvania	X	X	X		X	X		X		X
South Carolina *	X		X		X			X		X
South Dakota *			X					X		X
Vermont		X			X		X	X	X	X
West Virginia	X	X			X		X	X	X	X
Wisconsin	X	X			X		X	X	X	X

* Restrictions are attached to full license (no intermediate license issued).

Graduated Driver Licensing Recommended Components

	Stage 1 Learner's Permit	Stage 2 Intermediate License	Stage 3 Full License
Eligibility	<p>Meet minimum age required by the state (e.g., at least 15-1/2 years of age).</p> <p>Pass vision and knowledge tests, including rules of the road and signs and signals.</p>	<p>Successfully complete the learner's permit stage.</p> <p>Meet any minimum age required by the state.</p> <p>Successfully complete basic driver education.</p> <p>Pass second level knowledge test, including safe driving practices.</p> <p>Pass on-road driving test.</p>	<p>Successfully complete the intermediate license stage.</p> <p>Meet any minimum age required by the state.</p> <p>Successfully complete advanced driver education.</p> <p>Pass second level knowledge test, & on-road driving skills test.</p>
Components	<p>All driving must be supervised by licensed parent, guardian, or adult at least age 21 or older.</p> <p>All vehicle occupants must wear safety belts.</p> <p>Motorcycle learners must wear helmet and carry no passengers.</p> <p>All drivers under age 21 subject to lower blood alcohol concentration (i.e., zero tolerance 0.02 BAC or less).</p> <p>Permit cancelled if applicant is convicted of any alcohol-related offense.</p> <p>Parent participation in driving process (e.g., certifying that the novice driver had a minimum number of supervised hours of driving).</p> <p>Recommended novice driver receive basic driver education.</p> <p>Permit is distinctive from other driver licenses.</p> <p>Must remain crash and conviction free for six consecutive months to move to next stage.</p> <p>Recommend motorcycle learners apply for next stage in 90 days.</p> <p>The learner could be subject to limitations on the speed or type of roads they are allowed to use, or the number of passengers allowed in vehicle.</p>	<p>Restricted hours of driving unless supervised by a parent/guardian or licensed adult at least 21 years of age (e.g., no driving from 10:00 p.m. - 5:00 a.m.).</p> <p>All occupants must wear safety belts.</p> <p>Motorcycle learner must wear DOT approved helmet & carry no passengers.</p> <p>All drivers under age 21 subject to lower blood alcohol concentration (i.e., zero tolerance 0.02 BAC or less).</p> <p>License revocation for any alcohol-related offense.</p> <p>Youth oriented & more rapid driver improvement actions are taken in the event of violations or at-fault crashes.</p> <p>Intermediate license is distinctive from learner's permit & regular license.</p> <p>Must remain crash & conviction free for 12 consecutive months to move to the next stage.</p> <p>Parent participation in driving process (e.g., certifying that the novice driver had a minimum number of supervised hours of driving).</p> <p>Recommend novice driver receive advanced driver education.</p> <p>The learner could be subject to limitations on the speed or type of roads they are allowed to use, or the number of passengers allowed in vehicle.</p>	<p>All drivers under age 21 subject to lower blood alcohol concentration (i.e., zero tolerance 0.02 BAC or less).</p> <p>A provisional license for suspended or revoked drivers (all ages) requiring violation & crash free driving for a specified period prior to reobtaining full licensure.</p>

FISCAL NOTE

STATE OF ALASKA 1996 LEGISLATIVE SESSION

No. 3
BILL # Bill Version: SCS HB57(FIN)
 (S) Publish Date: 5/2/96

Revision Date: 3/28/96 Dept. Affected: Public Safety
 Title: An Act relating to driver licensing... BRU: Motor Vehicles
 Component: Driver Services
 Sponsor: Representative Green
 Requestor: S. JUD. COMPONENT SERIAL NO. 500

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

OPERATING	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
PERSONAL SERVICES	22.9	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	108.3	39.5	39.5	39.5	39.5	39.5

CAPITAL EXPENDITURES	-0-	-0-	-0-	-0-	-0-	-0-
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CHANGE IN REVENUES (1005)) Revenue Code	163.0	163.0	163.0	163.0	163.0	163.0
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FUNDING: (Thousands of Dollars)

1002 Federal Receipts	77.1	0	0	0	0	0
1003 GF Match	0	0	0	0	0	0
1004 GF	31.2	39.5	39.5	39.5	39.5	39.5
1005 GF/Program Receipts	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
Other	0	0	0	0	0	0
TOTAL	108.3	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

Prepared By: Juanita M. Hensley Phone: 465-2650
 Division: Motor Vehicles Date: 3/28/96
 Approved by Commissioner: Ronald L. Otte Date: 3/28/96
 Agency: Ronald L. Otte, Dept. of Public Safety

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For further distribution information call the Governor's Legislative Office

March 28, 1996

In 1993, the National Highway Traffic Safety Administration (NHTSA) offered to state's direct grants to assist in the implementation and evaluate a graduated license system. In 1994, Alaska and North Carolina were the only two states to be awarded these grants. Alaska's grant was in the amount of \$77.1.

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 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 the 8 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 following is a cost breakdown associated with Alaska's graduated license implementation grant.

Personnel Services.....\$ 4.5 (Overtime cost associated with the grant administration.)
 Travel.....\$ 5.6
 Contractual.....\$60.5
 Equipment.....\$ 6.5
 TOTAL.....\$77.1

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

	<u>FY97</u>	<u>FY98</u>
<u>PERSONAL SERVICES</u>		
1 Motor Vehicle Representative (Anchorage) 1/2 year FY97	\$18.4	\$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>	\$108.3	\$39.5

SENATE COMMITTEE REPORT

DATE: 2/28/96

FURTHER Finance ✓

DATE TURNED INTO OFFICE: 3/28/96

The Judiciary Committee considered HOUSE BILL NO. 57

"An Act relating to driver's licensing; ~~and providing for an effective date.~~"

FN
Forthcoming
from public safety

[Handwritten signature]

and recommends:

- be replaced with SCS 40 57 (HUD)
- 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:
 same title
 technical change
 new: "SCR"

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	NR	DNP	AM
<i>Lynna Green</i>	<input checked="" type="checkbox"/>	<i>[Handwritten]</i>	<input checked="" type="checkbox"/>		
		<i>Mike Butler</i>	<input checked="" type="checkbox"/>		
CHMR: <i>Chris Taylor</i> ✓					

NEW FISCAL NOTE(S):

Department	Date	Zero	Fiscal

PREVIOUS FISCAL NOTE(S):*

Department	Date	Zero	Fiscal
Public Safety	2/5/96	 	108.3

APPROPRIATION -- no fiscal note

*include fiscal notes accompanying Governor's bill

SENATE COMMITTEE REPORT
First Committee of Referral

DATE: 2/5/96

FURTHER: Judiciary
 Finance

Date of 5-Day Notice: 2/8/96
 (in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 2/28/96

The Transportation Committee considered HOUSE BILL NO. 57

"An Act relating to driver's licensing; and providing for an effective date."

and recommends:

FN

- be replaced with S CS HB57 (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:
 same title
 technical title
 new: SCR# _____

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	NR	DNP	AM
		<i>Georganna Smith</i>	✓		
<i>Linda Price</i>	✓	<i>Adrian Taylor</i>	✓		
CHAIR: <i>Steve Miller</i>			✓		

NEW FISCAL NOTE(S):

Department Date Zero Fiscal

SCS

Public Safety - revised	2/13/96		✓

PREVIOUS FISCAL NOTE(S):*

Department Date Zero Fiscal

APPROPRIATION -- no fiscal note

*include fiscal notes accompanying Governor's bill

BILL: HB 57

SHORT TITLE: LICENSING REQUIREMENTS FOR DRIVERS

BILL VERSION:

SPONSOR(S): REPRESENTATIVE(S) GREEN, BUNDE, TOOHEY

CURRENT STATUS: (S) FIN

STATUS DATE: 03/29/96

TITLE: "AN ACT RELATING TO DRIVER'S LICENSING; AND PROVIDING FOR AN EFFECTIVE DATE."

01/06/95	35	(H)	PREFILE RELEASED
01/16/95	35	(H)	READ THE FIRST TIME - REFERRAL(S)
01/16/95	35	(H)	TRANSPORTATION, JUDICIARY, FINANCE
01/19/95	90	(H)	COSPONSOR(S): BUNDE
03/10/95	697	(H)	TRA RPT 2DP 3NR
03/10/95	697	(H)	DP: JAMES, WILLIAMS
03/10/95	697	(H)	NR: MASEK, SANDERS, G.DAVIS
03/10/95	697	(H)	FISCAL NOTE (DPS)
03/24/95	888	(H)	JUD RPT 3DP 3NR
03/24/95	888	(H)	DP: BUNDE, GREEN, TOOHEY
03/24/95	888	(H)	NR: PORTER, FINKELSTEIN, B.DAVIS
03/24/95	888	(H)	FISCAL NOTE (DPS) 3/10/95
04/28/95	1614	(H)	FIN RPT 7NR
04/28/95	1614	(H)	NR: FOSTER, MULDER, MARTIN, KOHRING
04/28/95	1614	(H)	NR: KELLY, THERRIAULT, PARNELL
04/28/95	1614	(H)	FISCAL NOTE (DPS) 3/10/95
01/31/96	2580	(H)	READ THE SECOND TIME
01/31/96	2581	(H)	ADVANCED TO THIRD READING UNAN CONSENT
01/31/96	2581	(H)	READ THE THIRD TIME HB 57
01/31/96	2581	(H)	PASSED Y36 N3 E1
01/31/96	2582	(H)	EFFECTIVE DATE(S) SAME AS PASSAGE
01/31/96	2582	(H)	WILLIS NOTICE OF RECONSIDERATION
01/31/96	2586	(H)	COSPONSOR(S): TOOHEY
02/02/96	2615	(H)	RECONSIDERATION NOT TAKEN UP
02/02/96	2615	(H)	TRANSMITTED TO (S)
02/05/96	2304	(S)	READ THE FIRST TIME - REFERRAL(S)
02/05/96	2304	(S)	TRA, JUD, FIN
02/28/96	2567	(S)	TRA RPT SCS 1DP 3NR SAME TITLE
02/28/96	2567	(S)	FN TO SCS (DPS)
03/29/96		(S)	JUD RPT SCS 2DP 2NR SAME TITLE
03/29/96		(S)	FN TO SCS (DPS) FORTHCOMING
03/29/96		(S)	REFERRED TO FINANCE