

HB

213

SFIN

FILE

SENATE FINANCE COMMITTEE REPORT

DATE: 3/31/04

REPORTED OUT

APR 22 2004

SENATE FINANCE
COMMITTEE

FURTHER:

DATE TURNED IN TO OFFICE: 22 April 2004

Finance Committee considered CS FOR HOUSE BILL NO. 213(FIN)

HB 213 PROVISIONAL DRIVER'S LICENSE

"An Act relating to a provisional driver's license and to issuance of a driver's license; and providing for an effective date."

and recommends:

- be replaced with S CS CS HB 213 (FIN)
- adopt previous CS CS forthcoming - (_____)
- attached amendment(s)
- adopt Letter of Intent by _____ Committee
- further referral to _____ Committee

Senate Bill:
 Same Title
 New Title

House Bill:
 Same Title
 Technical Title Change
 New Title w/ SCR # _____

NEW FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero.	FN#

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#
Admin	1/20/04	13.6			#1

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	DO PASS	DO NOT PASS	NO REC	AMEND
<i>[Signature]</i>	✓			
<i>[Signature]</i>			✓	
<i>[Signature]</i>			✓	
<i>[Signature]</i>	✓			
<i>[Signature]</i>	✓			
COCHAIR: <i>[Signature]</i>			✓	
COCHAIR: <i>[Signature]</i>	✓			

SENATE FINANCE
COMMITTEE

Amendment Number: #1

Bill Number: HB 213

Sponsor: Wilken Date: 4/22/04

Logged In By: Mindy

23-LS0786E.2

Luckhaupt

4/20/04

AMENDMENT

Sponsored by
Senator Wilken

OFFERED IN THE HOUSE

TO: CSHB 213(FIN)

1 Page 2, line 20:

2 Delete "for the first six months after receiving a provisional driver's license,"

SENATE FINANCE COMMITTEE
4-PCU 2003 COMMITTEE ACTION

Bill Number	HB 213		
Amendment	# 1		
Motion	adopt		
<u>Motion by</u>	Wilken		
<u>Objection by</u>	Wilken		
<u>Removed</u>	✓		
<u>Second Objection by</u>			
<u>Committee Member</u>	Y	<u>Vote</u>	N
Senator Olson			
Senator Stevens			
Senator Bunde			
Senator Dyson			
Senator Hoffman			
Co-Chair Green			
Co-Chair Wilken			
<u>Tally</u>			
Yea			
Nay			
Absent			
<u>MOTION</u>	Pass		

SENATE CS FOR CS FOR HOUSE BILL NO. 213(FIN)
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-THIRD LEGISLATURE - SECOND SESSION

BY THE SENATE FINANCE COMMITTEE

Offered:
Referred:

Sponsor(s): REPRESENTATIVES WEYHRAUCH, Crawford, Foster, Gara, Seaton, Lynn
SENATORS Wilken, Cowdery, Danneberg, Ben Stevens, Elton, Wagoner, Dyson

A BILL
FOR AN ACT ENTITLED

1 "An Act relating to a provisional driver's license and to issuance of a driver's license;
2 and providing for an effective date."

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

4 * Section 1. AS 28.15.055 is amended to read:

5 Sec. 28.15.055. Provisional driver's license. Upon application, the
6 department may issue a provisional driver's license to a person who is at least 16 years
7 of age but not yet 18 years of age if the

8 (1) person has been licensed under an instruction permit issued under
9 AS 28.15.051 or under the law of another state with substantially similar requirements
10 for at least six months;

11 (2) person's parent, legal guardian, or employer provides proof
12 satisfactory to the department that the applicant has at least 40 hours of driving
13 experience, including at least 10 hours of driving in progressively challenging
14 circumstances, such as driving in inclement weather and nighttime driving; and

1 (3) person has not been convicted of a violation of a traffic law
2 within the six months before the application is filed; in this paragraph, "traffic
3 law" has the meaning given to "traffic laws" in AS 28.15.261.

4 * Sec. 2. AS 28.15.057 is amended to read:

5 Sec. 28.15.057. Restrictions on driver's license issued to a person under
6 18. Except as provided under AS 28.15.051, a person who is at least 16 years of age
7 but not yet 18 years of age may not be issued a driver's license unless the person has

8 (1) been licensed under an instruction permit issued under
9 AS 28.15.051 or under the law of another state with substantially similar
10 requirements for at least six months;

11 (2) [AND HAS] held a valid provisional driver's license issued under
12 AS 28.15.055 for at least six months; and

13 (3) not been convicted of violating a traffic law, or been convicted
14 of violating AS 04.16.050(c), during the six months before applying for a driver's
15 license; in this paragraph, "traffic law" has the meaning given to "traffic laws"
16 in AS 28.15.261 [ONE YEAR].

17 * Sec. 3. AS 28.15.057 is amended by adding new subsections to read:

18 (b) A person authorized to drive a motor vehicle under a provisional driver's
19 license issued under AS 28.15.055 may not

20 [for the first six months after receiving a provisional driver's license] Amend #1

21 (1) operate a motor vehicle that is carrying any passengers

22 (A) except a passenger who is a parent, legal guardian, sibling,
23 or a person at least 21 years of age; or

24 (B) unless at least one of the passengers is a parent, legal
25 guardian, or person at least 21 years of age; or

26 (2) operate a motor vehicle between the hours of 1:00 a.m. and 5:00
27 a.m., except when the person is

28 (A) accompanied by a parent, legal guardian, or a person at
29 least 21 years of age who is licensed to drive the type or class of vehicle being
30 used; or

31 (B) driving to or from the person's place of employment or
within the scope of the person's employment and the driving is along the most

1 direct available route.

2 (c) This section does not apply to restricted licenses issued to persons to
3 operate motor vehicles in areas of the state off the road system when operating motor
4 vehicles in those areas.

5 (d) A person who violates this section is guilty of an infraction.

6 * Sec. 4. This Act takes effect January 1, 2005.



Official Business

Alaska State Senate

Senate Finance Committee

Mail Stop 3100
State Capitol
Juneau, Alaska 99801-1182

FAX COVER SHEET

DATE: 22 April 2004 TIME: 9:25 am

TO: Legal Services

NUMBER OF PAGES, INCLUDING COVER SHEET: 2

FROM: MINDY ROWLAND
SENATE FINANCE COMMITTEE SECRETARY
PHONE: 465-4935
FAX: 465-2187

NOTES: Final Please
SCS CS HB 213 (FIN)
23-LS0786\ E Lockhart
plus attached amendment

Call if any questions

The
Mindy
#4935

AMENDMENT

OFFERED IN THE SENATE
TO: CSHB 213(FIN)

BY SENATOR BUNDE

1 Page 1, following line 3:

2 Insert a new bill section to read:

3 **** Section 1.** AS 28.05.095(e) is amended to read:

4 (e) Notwithstanding any other provision of law, a peace officer may not stop
5 or detain a motor vehicle to determine compliance with (a) of this section, or issue a
6 citation for a violation of (a) of this section, unless

7 **(1) the driver has a provisional license; or**

8 **(2) the peace officer has probable cause to stop or detain the motor**
9 **vehicle other than for a violation of (a) of this section."**

10

11 Page 1, line 4:

12 Delete "Section 1"

13 Insert "Sec. 2"

14

15 Renumber the following bill sections accordingly.

SENATE FINANCE COMMITTEE
4. 2003 COMMITTEE ACTION

Bill Number	HB 213		
Amendment	#2		
Motion	adopt		
<u>Motion by</u>	Bunde		
<u>Objection by</u>	Wilken		
<u>Removed</u>	✓		
<u>Second Objection by</u>	Green		
<u>Committee Member</u>	Y	<u>Vote</u>	N
Senator Olson			✓
Senator Stevens	✓		
Senator Bunde	✓		
Senator Dyson			✓
Senator Hoffman			✓
Co-Chair Green			✓
Co-Chair Wilken	✓		
<u>Tally</u>			
Yea	3		
Nay	4		
Absent	—		
<u>MOTION</u>	FAIL		

ALASKA STATE LEGISLATURE

Representative Bruce Weyhrauch

HOUSE DISTRICT 4



ALASKA
STATE CAPITOL
JUNEAU, ALASKA
99801-1182

(907) 465-3744
FAX (907) 465-2273

Sponsor Statement

Graduated Driver's License for Teen Drivers

HB 213 (FIN)

Car crashes are the leading cause of death for teenagers in Alaska. While there isn't a silver bullet cure to this utter tragedy, recent studies prove that the Graduated Driver's License system (GDL) is a giant step forward.

HB 213 implements GDL by creating a three-tiered system whereby young drivers pursue their full, unrestricted driver's license. Currently, Alaska only requires a driver under 18 to obtain and hold a learner's permit for 6-months before testing for a driver's license.* Under HB 213, graduated licensing adds several important protections for the novice driver that relate to when they can drive, where they can drive, with whom and how.

- I. At age 16, a person may be eligible for a Provisional License when:
 - The youth has held a learner's permit for 6 months,
 - Their parent certifies that the youth of at least 40 hours of driving experience, including 10 of driving under progressively challenging conditions such as nighttime or inclement weather conditions, and
 - The youth has not been convicted for violating a traffic law for at least 6 months before applying.
- II. Once the youth holds a Provisional License, they are subject to several limitations for the first **6 months** of driving:
 - Driving between 1 am and 5 am is prohibited except:
 - Generally no passengers except for:
 - Passengers who are 21 yrs or older or siblings of the teen driver
 - Passengers when accompanied by the driver's parent or legal guardian.
- III. 6 months after the issuance of a Provisional License, the youth may apply to the department for an unrestricted license
 - *as long they have not been convicted of a traffic offence for at least six months preceding their application.*

~ More ~

Two important *exceptions* to the Provisional License law:

- A driver with a Provisional License may be eligible for a work permit so that they can drive to or from work or drive during the scope of their employment.
- Driver's issued permits or licenses under the DMV's hardship or off-systems licensing programs are in no way affected by the GDL licensing provisions.

The Graduated Driver's License is a means for the young driver to gain experience on the road while minimizing risks. As the driver gains experience, the provisions are gradually lifted and the youth is eligible for an unrestricted driver's license.

Since the National Transportation Safety Board adopted its graduated driver licensing recommendations in 1993, states have dramatically modified their driver licensing practices. Since 1993, the 38 states that have adopted comprehensive GDL licensing systems have reported significant reductions in fatality rates of teen drivers and passengers. In California, teen passenger deaths and injuries when 16-year olds are behind the wheel dropped 21 % statewide in 1998 and 1999. These results come two years after passage of California's GDL. Florida, which adopted GDL in 1997, saw a drop of 21 % in the rate teens are involved in accidents.

Research published in October 2001 from Michigan and North Carolina, two states with comprehensive laws that include both an extended learners' permit phase and a nighttime driving restriction reaffirms the effectiveness of graduated licensing. In Michigan, research shows that 16-year olds were 25% less likely to get into a crash; in North Carolina, the risk of a crash dropped by 23 %. Further, in North Carolina, nighttime crashes involving 16 year olds declined by 43% and fatal crashes dropped by 57 %.

~ Give them the time to learn to drive ~

The goal is to limit teen exposure to risky driving situations during their first few months of licensure, a time when their crash rates are extremely high. Parents indicate strong support for GDL and for the specific restrictions. Graduated licensing will save young lives in Alaska, guaranteed!

* In 1997, with passage of HB 11, Alaska adopted a mandatory 6-month learner's permit for drivers under 18 yrs old.

Contact: Linda Sylvester
465-4963

Updated: February 26, 2004

HB 213
Sponsor Statement

Pg 2

3-Tiered System for Driver Licensing under • HB 213

Permit License

Must be 14 yrs old
Must pass written test

Provisional License

Minimum age: 16
Must have had permit for 6 months
Must pass road test

- Parent certification of 40 hrs driving offenses under progressively difficult circumstances
- Must have clean driving record (no convictions for traffic offenses in past 6 months)

While driving with a Provisional License:

- No nite time driving between 1am and 5am
 - Exceptions: kids can get work permit to drive during restricted times, kids can drive with parent or legal guardian
- Generally no passengers
 - Exceptions: passengers who are siblings & adults over 21, ***passengers when accompanied by the driver's parent or legal guardian.***

Unrestricted

- Must have had provisional license for 6 months
- Must have clean driving record (no convictions for traffic in past 6 months.)

Instant Survey Results

Rep. Bruce Weyhrauch



Thanks for taking
my survey.

Your answers have been tallied

Thank you for taking the time to answer this questionnaire. Your responses will help my fellow legis'tors and I serve you better. If you have any questions about this survey, please contact me at the link here. [Send E-Mail.](#)

Residence?

in District 4	41	42.71
outside District 4	15	15.62
Outside Juneau area	40	41.67
Total Answers = 96		

Are you a licensed driver?

Yes	95	97.94
No	2	2.06
Total Answers = 97		

Gender?

Male	30	31.25
Female	66	68.75
Total Answers = 96		

Age?

under 18	5	5.21
19 - 25	1	1.04

26 - 30 8 8.33
over 30 82 85.42
Total Answers = 96

Do you believe new drivers get better with driving experience?

Yes 92 96.84
No 2 2.11
Not Sure 1 1.05
Total Answers = 95

Do you believe teenage passengers are safer if their teenage driver has at least a minimum amount of driving experience?

Yes 89 92.71
No 5 5.21
Not Sure 2 2.08
Total Answers = 96

Do you believe a teenager is safer driver if no other teenage passengers are in the vehicle?

Yes 85 87.63
No 7 7.22
Not Sure 5 5.15
Total Answers = 97

Do you believe inexperienced teenage drivers should be restricted from driving between 1:00 a.m. and 5:00 a.m.?

Yes 85 87.63
No 7 7.22
Not Sure 5 5.15
Total Answers = 97

Would a provisional drivers license help parents reinforce safe driving habits and limitations on driving for teenage drivers?

Yes 83 86.46
No 4 4.17
Not Sure 9 9.38
Total Answers = 96

If a provisional license law was written to allow exceptions to work related driving between 1:00 a.m. and 5:00 a.m. and allowed carrying minor passengers who were siblings, would you support the general restrictions on newly licensed teen drivers while they gain driving experience?

Yes	84	86.60
No	7	7.22
Not Sure	6	6.19

Total Answers = 97

Even though it might place additional training responsibility on parents, would you support the provisional drivers license concept if it would substantially reduce the number of teenage auto accidents, injuries, and deaths as it has done in other states?

Yes	91	93.81
No	2	2.06
Not Sure	4	4.12

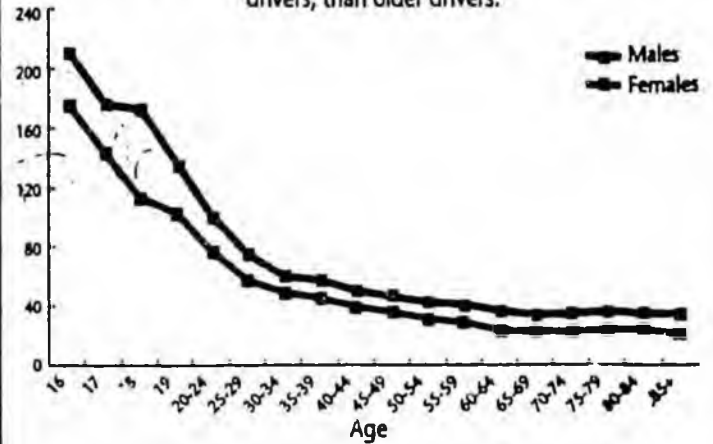
Total Answers = 97

Free form text entries are recorded, but not displayed.

THE
FOLLOWING
DOCUMENT(S)
ARE
POOR
ORIGINAL
COPIES

ACCIDENTS PER 1,000 LICENSED DRIVERS, 2000

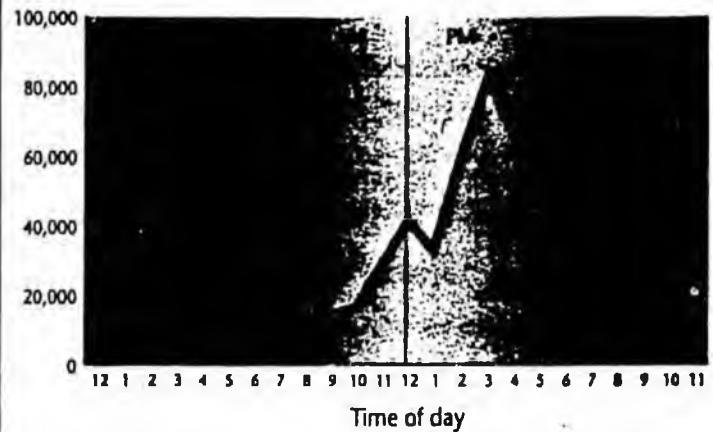
Teenagers, 16 to 18, are involved in more crashes per 1,000 licensed drivers, than older drivers.



Source: Journal of Safety Research, Vol. 34, No.1, National Safety Council, 2003.

WHEN CAR ACCIDENTS ARE LIKELY TO HAPPEN TO TEENS

Sixteen- to 17-year-olds are involved in more crashes between the hours of midnight and 5 a.m. than during daytime hours.



Source: Journal of Safety Research, Vol. 34, No.1, National Safety Council, 2003.

GRADUATED DRIVER LICENSING LAWS

States have been passing laws that ease teens into driving. The three important components of these GDJL laws are:

1. A learner permit for at least six months.
 2. A required amount of supervised driving.
 3. An intermediate permit restricting night driving.
- Many states also limit the number of passengers.

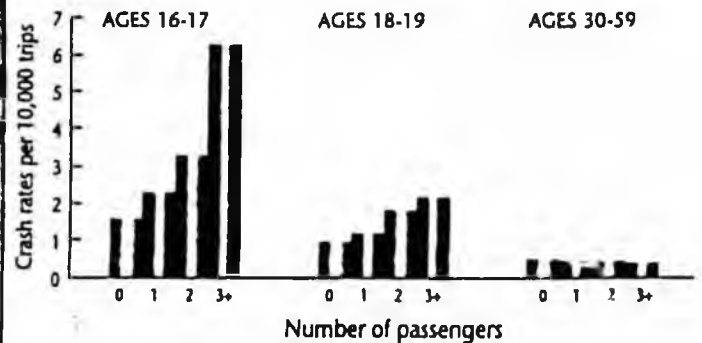


- One component
- Two components
- All three components
- ◇ Passenger restrictions

Source: National Conference of State Legislatures, December 2002

TEEN DRIVING WITH PASSENGERS

For teen drivers, the presence of passengers results in higher crash rates per 10,000 trips. As the number of passengers increase, so does the accident rate.



Source: Journal of Safety Research, Vol. 34, No.1, National Safety Council, 2003.

Provided by Rep Weyhrauch





S A V I N G T E E N A G E L I V E S

Section I

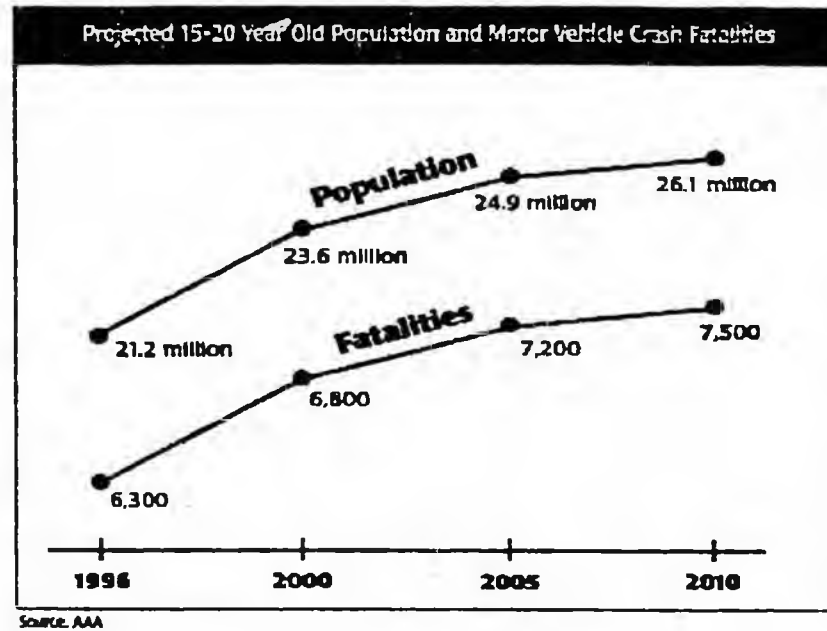
Introduction: The Need for Graduated Driver Licensing

In 1996,
6,319
young
people age
15-20 died
in motor
vehicle
crashes.
Even
though this
age group
makes up
only seven
percent of
the driving
population,
they are
involved in
14 percent
of all
traffic
fatalities.

The Teen Driving Problem

It has been said many times that children are our most precious resource. While parents throughout time have loved their children enormously, today's parents have taken this saying to heart in more visible ways than previous generations. From the "CautionBaby on Board" window decals of the early 1980s to the ubiquitous "My child is an honor student at" bumper stickers of today, modern parents use the family car as a billboard to showcase their parental pride and their children's accomplishments.

But the same motor vehicle that goes from school to soccer to piano- in which Mom, Dad and the kids seem to live may also be the vehicle in which our teenagers die. Motor vehicle crashes are the leading cause of death for young people 15 to 20 years of age, causing roughly one-third of all fatalities in this age group. In 1996, 6,319 young people age 15-20 died in motor vehicle crashes. Even though this age group makes up only seven percent of the driving population, they are involved in 14 percent of all traffic fatalities. In 1996, teens were involved in more than two million non-fatal traffic crashes. Based on population projections, these numbers will go up unless we intervene. (See chart below.)



On the basis of miles driven, teenagers are involved in three times as many fatal crashes as are all drivers. Why do young drivers have such poor driving performance? Three factors work together to make the teen years so deadly for young drivers:

- Inexperience
- Risk-taking behavior and immaturity
- Greater risk exposure

Inexperience: All young drivers start out with very little knowledge or understanding of the complexities of driving a motor vehicle. Like any other skill, learning to drive well takes a lot of time. Technical ability, good judgment and experience all are needed to properly make the many continuous decisions, small and large, that add up to safe driving. By making it so easy to get a driver license by literally handing teenagers the car keys without requiring an extended period of supervised practice-driving time we are setting them up for the risk of making a fatal mistake.

Risk-taking behavior and immaturity: Adolescent impulsiveness is a natural behavior, but it results in poor driving judgment and participation in high-risk behaviors such as speeding, inattention, drinking and driving, and not using a seat belt. Peer pressure also often encourages risk taking.

Greater risk exposure: Teens often drive at night with other teens in the vehicle, factors that increase crash risk.

Teen drivers are different from other drivers, and their crash experience is different. Compared to other drivers, a higher proportion of teenagers are responsible for their fatal crashes because of their own driving errors:

- A larger percentage of fatal crashes involving teenage drivers are single-vehicle crashes compared to those involving other drivers. In this type of fatal crash, the vehicle usually leaves the road and overturns or hits a roadside object such as a tree or a pole.
- In general, a smaller percentage of teens wear their seat belts compared to other drivers.
- A larger proportion of teen fatal crashes involve speeding, or going too fast for road conditions, compared to other drivers.
- More teen fatal crashes occur when passengers usually other teenagers are in the car than do crashes involving other drivers. Two out of three teens who die as passengers are in vehicles driven by other teenagers.

Age	All Crashes Per Million Miles	Fatal Crashes Per 100 Million Miles	All Crashes Per 1,000 Population	Fatal Crashes Per 100,000 Population
16	43	17	64	33
17	30	13	109	52
18	16	8	103	52
19	14	7	98	48
20-24	20	9	96	44
25-29	10	5	81	41
30-34	6	3	64	33
35-39	5	2	51	26
40-44	4	2	47	23
45-49	4	2	42	20
50-54	4	2	39	18
55-59	4	2	34	18
60-64	4	2	31	16
65-69	4	3	27	16
70-74	7	4	27	16
75+	8	5	25	17
75+	12	12	18	17

Source: Insurance Institute for Highway Safety (Transportation Research Board Circular 408) - April 1998

Effective remedies exist for controlling these risk factors and reducing traffic crash fatalities among young drivers without seriously encroaching on their need to get around. Graduated driver licensing combines a number of measures proven to be effective in fostering safer driving behavior in young drivers. In Ontario, Canada, and in New Zealand where graduated driver licensing is in effect crash deaths and injuries for teenage drivers have been reduced. Maryland, which has a nighttime driving restriction, and California have shown reductions in both fatal crashes and traffic violations among young drivers.

With graduated driver licensing, new drivers typically go through a three-stage process that involves their gradual introduction to full driving privileges. By restricting when teenagers may drive, and with whom, graduated driver licensing allows new drivers to gain much-needed on-the-road experience in controlled, lower-risk settings. It also means that a teenager will be a little older and more mature when he or she gains a full, unrestricted license. After the

young driver demonstrates responsible driving behavior, restrictions are systematically lifted until the driver "graduates" to full driving privileges.

This manual explains what graduated driver licensing is and why it is so important for every jurisdiction to take steps towards its implementation.

COMPARISON OF YOUNG AND ADULT DRIVER
CRASHES IN ALASKA USING LINKED TRAFFIC CRASH
AND HOSPITAL DATA

Martha Moore

Alaska Department of Health and Social Services
Community Health and Emergency Medical Services
P.O. Box 110616
Juneau AK 99801

COMPARISON OF YOUNG AND ADULT DRIVER CRASHES IN ALASKA USING LINKED TRAFFIC CRASH AND HOSPITAL DATA

ABSTRACT

This report describes the most serious young driver crashes in Alaska for the period 1991 through 1995. Rates, characteristics, and medical and financial out-comes of young driver crashes are compared with that of adult driver crashes. This research project demonstrates the usefulness of data linkage in crash research. Using the Mini Crash Outcome Data Evaluation System (MINICODES), trauma registry hospital discharge data were linked with traffic crash records. The data were analyzed to compare drivers aged 16-20 with drivers aged 21-50 who were involved in a crash resulting in the hospitalization or death of a crash victim. The CrashCost Program was used to estimate costs associated with young driver crashes for the five years.

Young drivers were 2.9 times more likely than adult drivers to be involved in crashes that resulted in the hospitalization of a crash victim, and 2.6 times more likely to be involved in a crash involving a fatality. Human factors were recorded as contributing factors for 68.2% of the young drivers, compared with 55.5% of the adult drivers ($P < .0001$). The highest hospital charge averages were those incurred by the victims of motor-cycle crashes. Total costs associated with the young driver crashes were estimated to be over \$300 million, which resulted in a cost per young licensed driver that was 3.4 times the cost per adult licensed driver.

INTRODUCTION

Motor vehicle crashes are the leading cause of death for young people in the United States aged 15 to 20 years. National statistics reveal that teen drivers are disproportionately involved in crashes. In 1995, young drivers aged 15 to 20 years comprised only 6.7% of the driving population, yet they accounted for 14% of the drivers involved in fatal crashes and 17% of the drivers in police-reported crashes. The losses these crashes present in terms of human suffering are vast and difficult to quantify. The financial toll has been estimated at \$31 billion annually (1).

There are a number of factors that impact the driving performances of teens including age, inexperience, supervised driving, and night driving. An examination of the

effects of the different state laws on 15-17 year old driver fatality rates found that the minimum legal driving age and curfew laws had the greatest impact on driver fatality rates (2). Delayed full licensure age, night driving curfews, and supervised driving have all been shown to be effective in mitigating the high crash rate among 16 year olds. In upstate New York, however, where a combination of these strategies are employed, crash involvement rates remained low through age 24, compared with the other northeastern states studied (3).

The National Highway Traffic Safety Administration (NHTSA) recommends that states adopt a graduated licensing system that combines delayed full-privilege licensure, supervised driving, and night driving curfews. An evaluation of the effectiveness of New Zealand's graduated licensing system, in place since 1987, reveals a 23% reduction in crash injuries for the 15 to 19 year old population (4). Eleven states now have some form of graduated licensing. Evaluations of graduated licensing in California, Maryland, and Oregon demonstrated a 5-16% reduction in young driver crashes (5).

Motor vehicle crashes are the leading cause of death for Alaskans aged 16 through 20 and cause almost 50% of the unintentional injury deaths for this age group. Drivers in this age range were involved in 13.1% of police-reported crashes in Alaska during the period 1991 through 1995 while they accounted for only 6.3% of licensed drivers in the state. The crash rate of drivers aged 16 through 20 from 1991 through 1995 was 135.9 crashes per 1,000 drivers, which was 2.4 times the crash rate of drivers aged 21 through 50 (56.9 per 1,000 drivers).

Among 16 through 20 year old drivers, the crash rate in Alaska decreased each year to age 20. The crash rate of 17 year old drivers was 24% lower than that of 16 year old drivers; the 18 year old driver crash rate was 22% lower than that of 17 year old drivers; the 19 year old driver crash rate was 21% lower than that of 18 year old drivers; and, the 20 year old driver crash rate was 12% lower than that of 19 year old drivers.

The purpose of this study is to describe the most severe young driver crashes in Alaska, between 1991 and 1995, in terms of rates, characteristics, and medical and financial outcomes; to make comparisons between youth driver crashes and adult driver crashes; and, to demonstrate the usefulness of data linkage in crash research.

METHODS

Computerized crash records from the Highway Analysis System (HAS) for 1991 through 1995 were obtained from Alaska's Department of Transportation and Public Facilities. This system contains information on motor vehicle crashes on a trafficway, either recorded by police or self-reported. Alaska law requires that any motor vehicle crash which results in death, injury, or property damage of \$500 or more must be reported to the Alaska Department of Public Safety. Data include passenger demographics, type of vehicle, type of crash, contributing factors, type of injury, and body region injured. There are up to two contributing factors listed per driver involved in a crash, recorded by the enforcement officer. They fall into four main categories: human error, roadway conditions, environmental elements, and vehicle defects.

Hospital discharge data were extracted from the Alaska Trauma Registry, also for 1991 through 1995. The trauma registry is a statewide information system housed in the Alaska Department of Health and Social Services, which includes detailed data on all injury hospitalizations in the state. Alaska's trauma registry is somewhat unique in that trauma data are collected from all Alaskan acute care hospitals, of which there are 24, and are collected on all patients admitted for 24 hours or more. Data include patient demographics, ambulance service transport and treatment, hospital treatment and length of stay, diagnosis, injury severity, discharge status, charges, and payer billed.

In order to associate circumstances of crashes with corresponding injury outcomes, crash records and trauma registry records were linked using the Mini Crash Outcome Data Evaluation System (MINICODES), developed by the National Association of Governor's Highway Safety Representatives (NAGHSR) with the support of NHTSA. This software relies on a probabilistic linkage methodology which is particularly useful with data that lack identifiers or may contain incomplete or erroneous information. The methodology has been extensively tested and has demonstrated high precision matching (6).

Trauma registry records were considered for linkage by virtue of an external cause of injury code (E Code) in the range 810.0-816.9 and 819.0-819.9, motor vehicle traffic collision injury. E Codes are a coding system within the International Classification of Diseases, 9th Revision, Clinical Modification (ICD-9-CM), which are routinely entered into the Trauma Registry for each trauma patient. The identifiers used for linkage of the two databases were sex, age, birthdate, geographic region, and probable hospital admission date and time. Additional variables were used to review questionable matches. They consisted of vehicle type, crash type, residence city, crash city, position of injured person in vehicle, anatomical location of injury, and the injury description.

Only the most serious crashes were considered for study, i.e. those involving the hospitalization or death of a crash participant. A **hospital crash** refers to any motor vehicle traffic crash resulting in at least one victim of the crash admitted to a hospital for 24 hours or more. A **fatal crash** refers to any motor vehicle traffic crash resulting in at least one fatality. A **fatality** is defined as a death that occurs as a direct result of a motor vehicle crash within 30 days of the injury or during an acute care hospital stay if the patient was originally hospitalized within 30 days of the injury.

Through linkage of traffic crash data with trauma registry data, two populations were identified for study: drivers in crashes and victims of crashes. Drivers were divided into two groups, those aged 16 through 20 who are referred to as **young drivers**, and those aged 21 through 50, referred to as **adult drivers**. These two age groups were used for comparison to avoid the introduction of older drivers who are involved in crash patterns unique to their group. The victims of the crashes were described in terms of outcome, hospital charge payment source, and costs. The victims were also divided into two groups, those who were victims of young driver crashes and those who were victims of adult driver crashes.

Safety equipment consists of safety belts, safety belts with harnesses, child safety seats, and helmets. **Alcohol involvement** is recorded as a contributing factor on the police record if alcohol use is confirmed by a test or suspected. **Disability** is defined as the expectation that the patient will never be able to return to his or her pre-injury level of function in the judgement of the trauma registrar collecting the information from the medical record file.

Average hospital charges per crash victim were calculated using available trauma registry data. Because not all of the hospitals release this information, hospital charges are missing on about 50% of the trauma registry patients. More inclusive cost estimates were derived using the CrashCost Program obtained from NHTSA. This software program estimates the economic costs of motor vehicle crashes, including direct medical expenses, direct "other" expenses and indirect costs. The CrashCost program also accounts for unreported crashes and adjusts for locality and current economics (7).

The CrashCost estimates were based on Alaska specific data on the number of crash fatalities and the number of patients identified with an Abbreviated Injury Scale (AIS) score of four (severe injury) or five (critical injury). Injuries of an AIS of three or less are not adequately tracked by the trauma registry since only patients admitted to the hospital for one or more days are entered into the database. Therefore, the national ratio based estimates from the CrashCost Program were used to estimate the number of these less severe injuries.

RESULTS

A total of 3,158 trauma registry records were considered for linkage with traffic records, resulting in 2,183 matches, or a 69.1% matching success rate. The linked trauma registry records were compared with the unlinked records to see if the linked records were representative of the unlinked records. There were no significant differences between the groups in sex and age, however, there were significant differences relating to geographic location of crash and type of crash. The crashes among the linked trauma registry records occurred more often in the urban areas (Anchorage, Fairbanks, the Kenai Peninsula, Matanuska-Susitna Borough, and Juneau) ($p < .0001$). There was a significantly smaller percentage of Alaska Natives in this group than in the unlinked data group ($p < .0001$). The mean injury severity was greater among the linked records than among the unlinked records ($p < .05$). The linked data also included less pedestrian injuries ($p < .0001$) and more driver injuries ($p < .0001$) than the unlinked data.

Drivers

Linkage of traffic crash data with trauma registry data resulted in 2,508 drivers identified for their involvement in hospital and fatal crashes: 488 young drivers and 2,020 adult drivers. A comparison of crash involvement rates of young and adult drivers, annualized over the five-year period, is shown in Table 1. Young drivers were 2.9 times more likely to be involved in crashes that resulted in the hospitalization of a crash victim, and 2.6 times more likely to be involved in a crash involving a fatality.

Table 1.
Annualized Young and Adult Driver Involvement Rates in Hospital and Fatal Crashes, Alaska, 1991-1995

	Young Drivers (Age 16-20) N=488		Adult Drivers (Age 21-50) N=2,020		Rate Ratio
	N	Rate*	N	Rate*	
Hospital Crash Involvement	408	3.15	1,659	1.10	2.86
Fatal Crash Involvement	80	0.617	361	0.240	2.57

The young and adult drivers in hospital and fatal crashes are compared in Table 2. The two groups of drivers were similarly distributed by sex and use of safety equipment. Hospital and fatal crashes occurred most often during the summer months (July and August) among both groups of drivers. The time of day of the crash was also similar between the two groups. Adult driver crashes that

resulted in serious injury peaked in late afternoon and early evening (25.6%) and young drivers were most at risk between noon and 4 PM (23.4%).

Table 2.
Comparison of Young and Adult Drivers in Hospital and Fatal Crashes by Driver Sex, Safety Equipment Use, and Crash Time, Alaska, 1991-1995

	Young Drivers (Age 16-20) N=488		Adult Drivers (Age 21-50) N=2,020	
	N	Percent	N	Percent
Sex				
Male	324	66.4%	1,441	71.3%
Female	164	33.6%	579	28.7%
Safety Equipment Use				
Recorded	462		1,871	
Used	252	54.5%	1,053	55.9%
Not Used	210	45.5%	818	44.1%
Unrecorded	26		149	
Crash time				
Midnight- 4am	90	18.4%	304	15.0%
4am-8am	36	7.4%	187	9.3%
8am-noon	48	9.8%	232	11.5%
noon-4pm	114	23.4%	403	20.0%
4pm-8pm	111	22.7%	517	25.6%
8pm- midnight	89	18.2%	377	18.7%

* Rate per 1,000 licensed drivers

There are up to two contributing factors recorded in the traffic crash database for each driver in a crash. As indicated in Table 3, the percentage of young drivers with a contributing factor due to human error, as recorded by the investigating officer, was significantly higher than that of the adult drivers ($p < .0001$). Conversely, there was a greater percentage of adult drivers with "no contributing factor" recorded to describe their involvement in the crash ($p = .01$).

Table 3.
Comparison of Young and Adult Drivers in Hospital and Fatal Crashes by Contributing Factor, Alaska, 1991-1995

	Percent of Young Drivers with the Contributing Factor N=488		Percent of Adult Drivers with the Contributing Factor N=2,020	
	N	Percent*	N	Percent*
Human	333	68.2%	1,122	55.5%**
Vehicle	22	4.5%	49	2.4%
Environmental	23	4.7%	75	3.7%
Roadway	41	8.4%	122	6.0%
None	78	16.0%	551	27.3%***
Unknown	7	1.4%	21	1.0%

* Up to two contributing factors per driver so that column does not equal 100%

** $p < .0001$

*** $p = .01$

The contributing factors attributed to the young and adult drivers are detailed in Table 4. "Unsafe speed," i.e. speed too fast for conditions, was recorded as a contributing factor of the crash for 29.1% of the young drivers. "Alcohol" was believed to be a factor in the crashes of almost 16%. Conversely, alcohol was recorded factor for 24.9% of the adult drivers, with unsafe speed ranking second at 19.9%.

Table 4.
Comparison of Young and Adult Drivers in Hospital or Fatal Crashes by Contributing Factor, Alaska, 1991-1995

	Percent of Young Drivers with the Contributing Factor N=488		Percent of Adult Drivers with the Contributing Factor N=2,020	
	N	Percent*	N	Percent*
Unsafe Speed	142	29.1%	401	19.9%**
Alcohol	76	15.6%	502	24.9%***
Driver Inattention	59	12.1%	142	7.0%
Failure to Yield	45	9.2%	141	7.1%
Driver Inexperience	35	7.4%	28	1.4%
Pavement Slippery	32	6.6%	107	5.3%
Improper Lane Usage/Passing	27	5.5%	76	3.8%
Traffic Control Devised Disregard	24	4.9%	79	3.9%
Other Human Factor	19	3.9%	81	4.0%
Turning Improperly	10	2.0%	35	1.7%
Fell Asleep	9	1.8%	42	2.1%
View Obstructed	8	1.6%	36	1.8%

* Up to two contributing factors per driver so that column does not equal 100%

** $p = .04$

*** $p = .04$

Victims

Table 5 describes the outcomes of the two crash victim groups. There was no significant difference between the victims of the young driver crashes and those of the adult driver crashes in injury severity or length of hospital stay.

Table 5.
Outcomes of Young and Adult Driver Crashes, Alaska, 1991-1995

	Young Driver Crash Victims N=584		Adult Driver Crash Victims N=1,894	
	N	Percent	N	Percent
Total Deaths	99		344	
Scene Deaths	67		228	
Hospital Deaths	32		116	
Hospitalizations	517		1,666	
	Mean		Mean	
Injury Severity Score *	10.8		11	
Length of Hospital Stay (days)	6.7		7.6	
	N	Percent	N	Percent
Head Injury	208	40.2%	628	37.7%
Chest Injury	116	22.4%	402	24.1%
Spinal Cord Injury	14	2.7%	43	2.6%
Discharged with Disability	70	13.5%	186	11.2%

* Injury Severity Score is on a scale from 1 to 75, with 75 the most severe. An ISS of 16 or greater defines major trauma.

Average hospital charges for both groups of victims are listed in Table 6. These figures are based on available cost data from the trauma registry. Included are charges by type of vehicle, contributing factor, and use of helmets and safety belts. There were no significant differences between the two groups at the 95% confidence level in any of the categories compared. The highest average charges were those associated with motorcycle crash patients. The average charge for hospitalization for non-helmeted victims of young driver crashes was twice that of the helmeted victims.

Table 6.

Hospital Charges of Young and Adult Driver Crashes by Vehicle Type, Contributing Factor and Safety Equipment Use, Alaska, 1991-1995

	Young Driver Crash Victims, N=517		Adult Driver Crash Victims, N=1,666	
	Mean	Standard Error	Mean	Standard Error
All	\$16,269	\$ 1,640	\$18,174	\$ 1,146
Vehicle Type				
Passenger Car	\$15,250	\$ 1,889	\$17,397	\$ 1,450
Motorcycle	\$27,354	\$ 8,344	\$30,148	\$ 6,279
Pick-Up Truck	\$18,482	\$ 5,653	\$15,599	\$ 1,748
Contributing Factor				
Unsafe Speed	\$14,344	\$ 2,575	\$22,778	\$ 2,511
Alcohol Use	\$19,426	\$ 5,614	\$18,911	\$ 2,184
Driver Inattention	\$17,129	\$ 4,452	\$15,504	\$ 2,848
Failure to Yield	\$10,201	\$ 2,294	\$19,062	\$ 2,797
Safety Equipment Use				
Safety Equipment Used	\$15,543	\$ 2,223	\$15,943	\$ 1,514
Safety Belt	\$15,220	\$ 2,547	\$14,355	\$ 1,176
Motorcycle Helmet	\$17,309	\$ 3,699	\$28,323	\$ 9,519
No Safety Equipment Used	\$17,087	\$ 2,512	\$19,599	\$ 1,774
No Safety Belt	\$14,259	\$ 2,420	\$19,518	\$ 2,505
No Helmet	\$34,640	\$19,672	\$28,407	\$ 7,029

The distribution of payers billed for hospital expenses associated with the 2,183 hospitalized victims are presented in Table 7. Of the patients involved in the young driver crashes, the largest percentage billed their hospital expenses to private health insurance (33.1%), followed by those who were uninsured (19.3%), and those covered by automotive insurance (14.7%).

Table 7.

Payers Billed for Hospitalization of Victims of Young Driver and Adult Driver Crashes, Alaska, 1991-1995

	Young Driver Crash Victims N=517		Adult Driver Crash Victims N=1,666	
	N	Percent	N	Percent
Private	171	33.1%	472	28.3%
Uninsured	100	19.3%	368	22.1%
Automotive	76	14.7%	225	13.5%
Indian Health Service	50	9.7%	174	10.4%
Medicaid	40	7.7%	110	6.6%
Military	24	4.6%	118	7.1%
Champus	12	2.3%	42	2.5%
Medicare	10	1.9%	48	2.9%
Other/Unknown	34	6.6%	109	6.6%

Table 8 gives estimates of the total costs associated with young and adult driver crashes in Alaska for the five years using the CrashCost Program. Cost per young licensed driver was 3.4 times the cost per adult licensed driver.

Table 8.
Cost Estimates for Young and Adult Driver Crashes,
Alaska, 1991-1995 *

	Young Driver Crashes	Adult Driver Crashes
	N	N
Fatalities	99	344
Injuries **	7,648	26,569
Property Damage Only	34,333	119,248
	Cost	Cost
Direct Medical Costs	\$ 36,759,837	\$126,786,020
Direct Other Costs	\$134,898,306	\$468,099,927
Indirect Costs	\$131,086,293	\$454,729,271
Total	\$302,735,436	\$1,049,615,218
Cost per Licensed Driver	\$2,336	\$697

* Cost estimates based on NHTSA CrashCost Program

** Injuries include hospitalized and non-hospitalized

DISCUSSION

Alaska is similar to the rest of the nation in that young people are disproportionately involved in motor vehicle crashes, and crash injuries constitute a major health problem among this group. Alaska is, however, distinctive by having the lowest population density of any state, about one person per square mile. There are 13,485 miles of roads but only five of Alaska's urban centers are connected by road. The formidable terrain, isolation, and extreme weather conditions make access to medical care a challenge for residents and visitors alike who are involved in motor vehicle traffic crashes. Teen drivers demonstrated a greater propensity for involvement in the most severe crashes compared with adults, but the involvement rate did not increase significantly with injury severity.

The serious and fatal crashes involving young drivers were more likely attributed to human factors compared with crashes involving adult drivers. These data suggest that immaturity, inexperience and risk-taking behaviors contribute to young driver crashes.

The high percentage of safety belt and helmet nonuse among both of the study populations (44%-45%) is partially explained by the fact that these were the drivers in crashes resulting in the most serious injuries, including injuries to themselves. The Youth Risk Behavior Survey of 1995 reported that about 20% of Alaska high school students surveyed responded that they rarely or never use safety belts. Among those who ride motorcycles, about 40% rarely or never wear helmets (8). In response to the 1995 Alaska Behavioral Risk Factor Survey, 33.1% of adults reported that they did not always use safety belts (9). These percentages are all higher than comparable national percentages. Lap and shoulder belts are 40-50% effective in reducing deaths and 45-55% effective in preventing moderate-to-critical injuries to passenger vehicle occupants (10). NHTSA estimates that helmets are 29% effective in preventing fatal injuries to motorcyclists and in a recent study showed that motorcycle helmets are 67% effective in preventing brain injuries (11).

Alcohol was not the leading contributing factor in young driver crashes as it was for adult driver crashes. This has been reported by other researchers and can be attributed largely to an alcohol purchase age of 21 in all states and a zero tolerance law for drivers under the age of 21 in 30 states, including Alaska. Zero tolerance means that anyone with a BAC level above 0.02 g/dl is considered legally intoxicated (1, 12, 13).

Almost 50% of hospitalized victims of teen driver crashes relied on private or automotive insurance to pay their hospital expenses. One hundred victims, or 19.3%, were uninsured. The hospital charges of an additional 26.3% of the patients were billed to a government program. NHTSA estimates that nationally private insurance

companies pay 55% of medical costs for hospitalized patients of motor vehicle crashes and the government pays only 23% (14). Alaska has a large Native American population and several military bases, which contribute to a significant role of the federal government in covering the cost of medical care in the state.

The highest average costs of hospitalization were incurred by motorcycle crash victims. Unhelmeted crash patients topped the list with an average cost of over \$34,000, double that of the helmeted victims in the same group.

Using the CrashCost Program, the estimated costs for teen driver crashes in Alaska for five years was over \$300 million. The financial burden quickly becomes an issue of public policy when such a large percentage of the cost is reimbursed with public funds.

There were several limitations to this study. Every driver in a crash was included in the crash involvement rates. Multiple car crashes involving more than one driver added multiple drivers to the statistics, often into both age groups simultaneously. In reality, driver responsibility for crashes is more complex than that, with participants assuming varying degrees of fault. For the purpose of this study, however, driver responsibility was given equal weight and was based on involvement.

Missing and incorrect data is undoubtedly partly responsible for the inability to link all trauma registry records with traffic crash records. The error rate in data linkage due to the linkage process itself has not been quantified. It is believed, however, that the 31% in non-linked data was largely due to unreported traffic crashes. A comparison of hospital discharge files and police road injury data in Australia resulted in a linkage rate of 64%. The researchers found increased linkage with injury severity and varying linkage rates with different types of crashes (29% for motorcyclists vs. 79% for motor vehicle drivers.) They also noted that the casualties outside the urban area linked less often to a police report than the urban casualties. Their conclusion was that the low linkage rate was largely due to the underreporting of crashes by police (15).

An under reporting of pedestrian injuries was reported by Agran, Castillo and Winn in 1987, in a comparison of police report information with hospital monitoring system information in Orange County, California. It was estimated that police underreported pedestrian injuries by 20%. The researchers also noted that nontraffic incidents were especially underreported, mainly because the police database criteria excludes cases occurring on private property (driveways, sidewalks and parking lots) where a large percentage of pedestrian injuries occur (16). Similarly, Alaska's traffic crash data reporting system excludes incidents on private property, as well as those involving vehicles not customarily used for transport on roads.

Other possible reasons for the under reporting of traffic crashes include lack of police officers in the rural areas, reluctance of crash participants to notify police, and failure of local enforcement personnel to submit investigation forms to the Department of Public Safety.

The mean age of the injured victims of young driver crashes was slightly lower than that of the entire population of injured victims studied (25 vs. 30). Since the CrashCost estimates were based on national averages, the present discounted value of lost productivity for victims of young driver crashes would differ slightly from the value of lost productivity for victims of all crashes. The difference, however, is likely to be minor.

RECOMMENDATIONS

The factors contributing to Alaska's young driver crashes — youth, inexperience, and risk-taking behavior — are analogous to those seen in other states and countries. Currently there is no graduated licensing system in Alaska; however, legislation has been introduced and is currently under consideration during the 1997-98 legislative session. Alaska is also one of few states that does not require any instructional permit prior to obtaining a full privilege license. Graduated licensing has been shown to successfully reduce young driver crashes. It is recommended that Alaska adopt a graduated licensing system that is appropriate for Alaskans, to include the requirement of supervised driving under an instructional permit, a probational driving period, and raising the minimum age for full licensure to 17. The expected result would be a reduction in injuries and deaths, mitigation of the impact of crashes on Alaska's stretched emergency medical services, and a significant cost savings.

Alaska has a primary safety belt enforcement law for children under age 16 and secondary enforcement for those aged 16 and over. There is a helmet law for motorcyclists under age 18 and all motorcycle passengers. At the least, the primary safety belt law and the helmet law should be expanded to include young drivers through age 20 to protect those drivers at greatest risk. Even more effective are universal laws, i.e. mandated usage for all persons, which have been shown to increase belt usage 10-15% and helmet usage to 100% (10,11).

In the past three years Alaska has enacted two zero tolerance laws for young people under 21 years of age. A minor caught in possession of or consuming alcohol, regardless of motor vehicle involvement, can have his or her driver's license revoked. A minor also can be cited for "driving while intoxicated," for any level of alcohol registered on a breathalyzer test. These laws send an important message to young drivers about drinking and driving in a state that has a major problem with alcohol involvement relative to a great variety of injuries. Full commitment by state and local jurisdictions is needed to enforce these and all other traffic safety laws.

ACKNOWLEDGEMENTS

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1997-2001

Cause of Death	Deaths	% All Deaths
Unintentional injuries	121	44.0%
Motor Vehicle*	69	25.1%
Intentional self-harm (suicide)	88	32.0%
Assault (homicide)	18	6.5%
Total deaths	275	100.0%

2001

Cause of Death	Deaths	% All Deaths
Unintentional injuries	23	43.4%
Motor Vehicle*	13	24.5%
Intentional self-harm (suicide)	16	30.2%
Malignant neoplasms	3	5.7%
Total deaths	53	100.0%

2000

Cause of Death	Deaths	% All Deaths
Unintentional injuries	35	50.0%
Motor Vehicle*	24	34.3%
Intentional self-harm (suicide)	25	35.7%
Assault (homicide)	2	2.9%
Influenza and pneumonia	2	2.9%
Total deaths	70	100.0%

1999

Cause of Death	Deaths	% All Deaths
Unintentional injuries	19	35.2%
Motor Vehicle*	11	20.4%
Intentional self-harm (suicide)	16	29.6%
Assault (homicide)	4	7.4%
Malignant neoplasms	4	7.4%
Total deaths	54	100.0%

1998

Cause of Death	Deaths	% All Deaths
Unintentional injuries	20	45.5%
Motor Vehicle*	7	15.9%
Intentional self-harm (suicide)	18	40.9%
Assault (homicide)	2	4.5%
Total deaths	44	100.0%

1997

Cause of Death	Deaths	% All Deaths
Unintentional injuries	24	44.4%
Motor Vehicle*	14	25.9%
Intentional self-harm (suicide)	13	24.1%
Assault (homicide)	8	14.8%
Total deaths	54	100.0%



National Transportation Safety Board

Washington, D.C. 20594

Office of the Chairman

JAN 27 2004

Honorable Bruce Weyhrauch
Representative
Alaska House of Representatives
State Capitol, Room 102
Juneau, Alaska 99801-1182

Dear Representative Weyhrauch:

I understand that you have introduced House Bill 213, legislation to implement a comprehensive graduated driver licensing system for young novice drivers in Alaska. This measure provides the opportunity for Alaska to prevent the needless loss of many of its young citizens.

Motor vehicle crashes, which account for 40 percent of all teenage deaths, are the leading cause of death for our teenagers. Novice teenage drivers have a very high crash risk. Young drivers, ages 15 to 20, constitute less than 7 percent of all drivers nationwide, yet they are involved in more than 22 percent of all highway fatalities. In Alaska, young drivers constitute a little more than 7 percent of Alaska's licensed drivers, but they are involved in more than 23 percent of the fatalities that occur on Alaska's roads.

There are several similarities in fatal crashes involving young novice drivers. The drivers and passengers frequently are not belted, the cars are loaded with the drivers' peers, and often there is a deadly combination of inexperience and immaturity. When night driving is added to the equation, crash risk increases dramatically.

Young drivers do only 20 percent of their driving at night, but over 50 percent of their crash fatalities occur during nighttime hours. Among young novice drivers, 41 percent of motor vehicle deaths occur between 9:00 p.m. and 6:00 a.m. Nighttime outings tend to be recreational, and even teens who usually follow all the rules can be easily distracted.

Research indicates that nighttime restrictions can reduce young novice driver crashes during restricted hours by up to 70 percent. New York achieved a 69 percent reduction in crashes involving teenage drivers during the hours that the nighttime driving restriction was in effect. Other States have also seen reductions in young novice driver crashes during restricted hours.

Young drivers also pose a greater risk when carrying passengers, especially teen passengers. A study of Kentucky drivers found that young drivers have an increased propensity for causing single-vehicle crashes when traveling with peers and that the propensity for single-vehicle crashes

increases with the number of people in the vehicle. A separate study estimated that a nationwide adoption of passenger restrictions for all 16- and one-third of 17-year-old drivers would result in 60 to 350 fewer deaths per year.

These crashes are preventable, and legislative measures have been successful in other States to reduce both crashes and fatalities. The Safety Board recommended in 1993 that Alaska and other States implement a comprehensive graduated driver licensing system, including a nighttime driving restriction during the driver's first year. In 2002, the Board added a recommendation that young passengers be prohibited from carrying more than one passenger under age 20 unless accompanied by a supervising driver who is at least 21 years old. For additional information about the Board's position on graduated driver licensing and the evidence that supports our recommendations, please see the enclosed fact sheet.

The Safety Board believes an effective combination of tough, fair laws, vigorous enforcement, and intensive, targeted educational campaigns is needed. We are so convinced of the lifesaving benefit of these actions that we have included graduated licensing recommendations on our list of "Most Wanted" safety improvements. Graduated licensing, including a nighttime driving restriction, is one of the most effective actions that the Alaska Legislature can take to save both young lives and the lives of others involved in crashes with young drivers.

I hope that the Alaska legislature will act promptly on House Bill 213 to provide the best possible protection for people when they are riding in a motor vehicle. The Safety Board is available to support your efforts on this and other highway safety initiatives by testifying on legislation or meeting with legislators or advocacy groups. Please contact Mr. Kevin Quinlan, Safety Advocacy Division Chief, at (202) 314-6175, if we can be of assistance to you. For your information, Mr. Quinlan will be in Juneau on February 12, 2004, and would be available to meet with you about your legislation.

Sincerely,


Ellen Engleman Connors
Chairman

Enclosure

cc: Ms. Cindy Cashen, Executive Director
MADD Juneau Chapter



National Transportation Safety Board

Safety Information

Washington, D.C. 20594

GRADUATED DRIVERS LICENSE *FACT SHEET*

The Recommendation

- The National Transportation Safety Board recommends enacting laws to provide for a three-stage graduated licensing system for young novice drivers, and restrict young novice drivers with provisional or intermediate licenses (second stage), unless accompanied by a supervising adult driver who is at least 21 years old, from carrying more than one passenger under the age of 20 until they receive an unrestricted license or for at least 6 months (whichever is longer).
- The National Transportation Safety Board recommends enacting laws that prohibit driving by young novice drivers between certain times, especially midnight to 5 a.m.
- The National Transportation Safety Board recommends enacting legislation to prohibit holders of learner's permits and intermediate licenses from using interactive wireless communication devices while driving.

The Problem

- Traffic crashes are the leading cause of death among teenagers today.
- While teen drivers comprise about 6.6% of the driving population, they comprise more than 14% of the drivers involved in fatal crashes. And more than 22% of all highway fatalities occur in crashes involving teen drivers.
- In the past 5 years, more than 16,000 (16,656) people died in crashes involving 14-to -17-year-old drivers.
- 16-year-old drivers driving alone are more than twice as likely to be involved in a fatal crash as older drivers.
- 16-year-old drivers are almost 5 times as likely to be in a crash when traveling with peer passengers.
- Passengers riding with young teen drivers are especially at risk; two-thirds of the fatally injured passengers in these teen driver crashes were teenagers themselves (between ages 15-19).
- The risk of a crash increases greatly with each additional teen passenger riding with a young teen driver.
- Studies from nearly a dozen States show that deaths and serious injuries from traffic crashes involving young drivers declined by as much as 58 percent following enactment of graduated licensing provisions (depending upon the provisions of the law).

Effective Actions

- **Learner's Permit**
 - 6 month minimum holding period (without an at-fault crash or traffic violation)
 - Supervised driving requirement with supervising driver age 21 or older
 - Require seat belt use by all passengers in all seating positions
 - Prohibit driving with any measurable blood alcohol level
 - Prohibit cell phone use by drivers with a learner's permit

- **Intermediate (provisional) Permit**
 - 6 month minimum holding period (without an at-fault crash or traffic violation)
 - Nighttime driving restriction (especially between midnight and 5 a.m.)
 - Teen Passenger restriction (none or 1)
 - Require seat belt use by all passengers in all seating positions
 - Prohibit driving with any measurable blood alcohol level
 - Prohibit cell phone use by drivers with a provisional permit

- **Full licensure**
 - Require seat belt use by all passengers in all seating positions
 - Prohibit driving with any measurable blood alcohol level by all drivers under age 21.



AAA Alaska
(800) 391-4AAA

January 21, 2004

House Transportation Committee
House of Representatives
Alaska State Capitol
Juneau, Alaska 99801-1182

Dear Representative:

Among the very important legislation under consideration this session is House Bill 213, an act to implement Graduated Drivers Licensing. AAA strongly supports this bill and we urge your support as well.

Driving is a skill that is learned by doing. Unfortunately it is also an inherently risky endeavor. The premise of Graduated Drivers Licensing is simple and it works -- extend the learning process and reduce exposure to risk and you'll reduce the number of teen crashes. House Bill 213 does this.

This bill has all the components of the most successful GDL systems. It provides for time to learn -- the six-month instruction permit. It provides for behind the wheel experience -- the 50 hours of certified driving experience. It provides for responsibility -- six months of citation free driving. And finally -- it removes two major risk factors for novice drivers -- passengers and late night driving.

Please review the enclosed information regarding how injuries, accidents, and fatalities have been reduced with GDL. AAA estimates that through GDL, the state of Alaska over a decade could prevent some 970 injuries, over 3,000 crashes, and save over \$21 million dollars.

The time has come for us to change the way we teach our teens to drive, and people are ready. A recent AAA poll shows that 74 percent of Americans support laws limiting teenage passengers who may ride with inexperienced teen drivers, and that 73 percent of adults think that officials should do more to improve the safety of drivers between the ages of 15 to 19.

You have before you an excellent opportunity to protect teen drivers, their passengers, and all on the road. Please support House Bill 213.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads 'Charity Watt Levis'.

Charity Watt Levis
Manager, Public Relations

enclosures

ANCHORAGE SOUTH
9191 Old Seeward Hwy. #20, 99515
TEL (907) 344-1310
FAX (907) 344-4319

FAIRBANKS
3409 Airport Way, 99709
TEL (907) 479-4442
FAX (907) 479-4899



**AAA Projects Prevention of 1.5 Million Crashes
and Savings of Over \$9 Billion
over next decade through
National Adoption of GDL Laws**

	TEN YEAR INJURIES PREVENTED	TEN YEAR CRASHES PREVENTED	TEN YEAR TOTAL COST SAVINGS		TEN YEAR INJURIES PREVENTED	TEN YEAR CRASHES PREVENTED	TEN YEAR TOTAL COST SAVINGS	
Alabama	10,260	32,020	\$223,062,990		Missouri	10,390	32,280	\$225,469,800
Alaska	970	3,020	\$21,077,810		Montana	2,240	6,990	\$48,691,910
Arizona	6,030	18,690	\$130,689,870		Nebraska	4,360	13,580	\$94,702,930
Arkansas	4,710	14,670	\$102,340,600		Nevada	2,790	8,710	\$60,683,380
California*	30,210	93,650	\$654,987,830		New Hampshire	2,350	7,290	\$50,920,750
Colorado	7,480	23,280	\$162,449,270		New Jersey	5,440	16,320	\$116,454,450
Connecticut	3,180	9,780	\$68,732,690		New Mexico	3,480	10,890	\$75,739,690
Delaware	1,120	3,450	\$24,172,500		New York	15,080	46,550	\$326,483,330
D.C.	230	700	\$4,915,760		North Carolina	15,560	48,580	\$338,193,690
Florida	26,690	83,220	\$579,998,340		North Dakota	1,710	5,330	\$37,127,450
Georgia	11,670	36,310	\$253,399,620		Ohio	17,870	55,450	\$387,561,370
Hawaii	1,430	4,420	\$30,911,100		Oklahoma	7,430	23,140	\$161,368,770
Idaho	3,460	10,810	\$75,273,590		Oregon	4,900	15,200	\$106,281,310

Illinois	20,170	62,490	\$436,497,860		Pennsylvania	13,330	41,270	\$288,869,510	
Indiana	10,680	33,160	\$231,665,410		Rhode Island	800	2,420	\$17,161,200	
Iowa	6,950	21,710	\$151,136,000		South Carolina	6,470	20,130	\$140,455,970	
Kansas	7,200	22,470	\$156,493,400		South Dakota	2,140	6,670	\$46,451,940	
Kentucky	6,300	19,540	\$136,583,620		Tennessee	10,530	32,850	\$228,819,010	
Louisiana	6,760	20,980	\$146,683,870		Texas	40,110	125,000	\$871,322,210	
Maine	1,800	5,570	\$38,996,100		Utah	6,590	20,540	\$143,195,450	
Maryland	6,210	19,250	\$134,566,700		Vermont	1,000	3,100	\$21,705,250	
Massachusetts	5,460	16,680	\$117,783,060		Virginia	12,120	38,590	\$265,531,830	
Michigan	14,260	44,150	\$309,076,220		Washington	9,000	27,960	\$195,339,760	
Minnesota	7,830	24,260	\$169,654,660		West Virginia	2,880	8,960	\$62,581,740	
Mississippi	5,140	15,770	\$111,560,420		Wisconsin	10,770	33,490	\$233,729,770	
					Wyoming	570	1,710	\$12,173,900	
TEN YEAR TOTALS	416,060	1,293,270	\$9,029,726,750						



Graduated Driver Licensing (GDL)

Note: References shown by number in parenthesis following statistic. Full references listed at end.

Overall Effectiveness:

- With varying lengths of learner phases (LPs), studies have shown that GDLs are effective in reducing teen crash rates:
 - California: 5% reduction with 6 week LP (1)
 - San Diego, California: 20% reduction with 6 month LP (2)
 - Connecticut: 22% reduction with 3-6 month LP (3)
 - Kentucky: 32% reduction with 180 day LP (4)
 - Michigan: 25% reduction with 50 hour LP (5)
 - Ohio: 11% reduction with 6 month LP (6)
 - New Zealand: 7% reduction with 6 month LP (7)
 - North Carolina: 27% reduction with 12 month LP (8)
 - Nova Scotia: 24% reduction with 6 month LP (9)
- GDL has also been shown to be effective in reducing injury/fatality crash rates:
 - Michigan: 24% reduction (5)
 - Florida: 11% reduction (10)

Passenger Restrictions (PRs):

- Compared to other age groups, fatal crashes are more likely to occur when 16- and 17-year-old drivers had male passengers, passengers aged 20 to 29, or teenaged passengers (11)
- For drivers aged 16 and 17, the risk of death per 10 million trips with 3 or more other passengers was more than 2 and ½ times greater when compared to without passengers (11)
- 16-year-old drivers with passengers, compared to drivers of aged 30-59 with passengers, were 4.72 times more likely to be involved in a fatal crash (12)
- New Zealand: After PRs were implemented, a 9% reduction in proportion of crashes involving teens resulted (13)
- San Diego, California: Passenger injuries per licensed driver decreased by 23% after implementation of PRs (2)

Night Restrictions (NRs):

- North Carolina: With NRs at 9 pm, total crashes for 16-year-old drivers decreased by 47% at night (8)
- Florida: With NRs at 11 pm, night crashes for 16-year-olds decreased 17% (10)
- Michigan: With NRs from midnight to 5 am, there was a 53% reduction in night crashes for 16-year-olds (5)
- New Zealand: After NRs were imposed at 10 pm, a 37% reduction in night crashes occurred for 16-year-olds (7)

References

1. Hagge RA, Marsh WC. The traffic Safety impact of provisional licensing. Report no. 116. Sacramento, CA: California Department of Motor Vehicles, 1988.
2. Smith AM, Pierce J, Upledger R, et al. Motor vehicle occupant crashes among teens: impact of the graduated licensing law in San Diego. 45th Annual Proceeding of the Association for Advancement of Automotive Medicine. Barrington, Illinois, 2001.
3. Ulmer RG, Ferguson SA, Williams AF, et al. Teenage crash reduction associated with delayed licensure in Connecticut. Trumbull, CT: Preusser Research Group, 2000.
4. Agent KR, Steenbergen L, Pigman J, et al. Impact of partial graduated license program on teen motor vehicle crashes in Kentucky. Transportation Research Record 1779: Traffic Safety 2001. Transportation Research Board, 2001.
5. Shope JT, Molnar LJ, Elliott MR, et al. Graduated licensing in Michigan; early impact on motor vehicle crashes among 16-year-olds. JAMA 2001;286:1593-632.
6. Kilgore E. An evaluation of Ohio's graduated driver license law. Columbus, OH: Office of the Governor's Highway Safety Representative, Ohio Department of Public Safety, 2001.
7. Langley JD, Wagenaar AC, Begg DJ. An evaluation of the New Zealand graduated driver licensing system. *Accid Anal Prev* 1996;28:139-46.
8. Foss RD, Feaganes JR, Rodgman EA. Initial effects of graduated driver licensing on 16-year-old driver crashes in North Carolina. JAMA. 2001; 286: 1588-1592.
9. Mayhew DR, Simpson HM, Des Groseillers, et al. Impact of the graduated licensing program in Nova Scotia. *Journal of Crash Prevention and Injury Control* 2001;2:179-92.
10. Ulmer RG, Preusser DF, Williams AF, et al. Effect of Florida's graduated licensing program on the crash rate of teenage drivers. *Accid Anal Prev* 2000;32:529-32.
11. Chen L, Baker S, Braver ER, Li G. Carrying Passengers as a risk factor for crashes fatal to 16- and 17-year-old drivers. JAMA 2000; 283: 1579-1582.
12. Preusser DF, Ferguson SA and Williams AF. The Effect of Teenage Passengers on the Fatal Crash Risk of Teenage Drivers. *Accid Anal Prev* 1989; 30:217-222.
13. Begg DJ, Alsop JA, Langley J. The impact of the graduated driver licensing restrictions on young driver crashes in New Zealand. Dunedin, New Zealand: University of Otago, 2001.

Subject: [Fwd: HB 213]

Date: Thu, 29 Jan 2004 13:14:04 -0900

From: Bruce Weyhrauch <representative_Bruce_Weyhrauch@Legis.state.ak.us>

Organization: Alaska State Legislature

To: Linda Sylvester <Linda_Sylvester@legis.state.ak.us>

Subject: HB 213

Date: Thu, 29 Jan 2004 08:30:33 -0900

From: Pete & Cathie Mauro <alaskamauro@gci.net>

To: Representative_Bruce_Weyhrauch@legis.state.ak.us

Do I support Graduated drivers licensing...ABSOLUTELY !! Automobile crashes are the leading cause of death for our children. In the last six years Alaska has lost 130 of our youth to traffic crashes...one of those 130 people was my daughter. That very day she was studying for her permit and missed her 15th birthday by days. We as a family are devastated by this loss and don't wish this to happen to another family. Do I think HB 213 will save lives..ABSOLUTELY !! Do I think practice and experience will save lives...ABSOLUTELY. This legislation will help give parents the tools to restrict their children from driving with the distraction of other teens in the car and the limit the times when teens are on the road and when that car should be parked in your driveway and your child be safe at home. Nothing good happens from 1-5 in the morning. In my mind, this is a no brainer...the message is pure and simple...this legislation SAVES LIVES. There is overwhelming data on this issue

"ROAD READY TEENS" ...YES!!!!

Sincerely and Sadly

Cathie Mauro

Subject: [Fwd: HB 213 Graduated Driver's License bill]
Date: Wed, 28 Jan 2004 13:42:16 -0900
From: Bruce Weyhrauch <Representative_Bruce_Weyhrauch@Legis.state.ak.us>
Organization: Alaska State Legislature
To: Linda Sylvester <Linda_Sylvester@legis.state.ak.us>

Subject: HB 213 Graduated Driver's License bill
Date: Tue, 27 Jan 2004 20:28:40 -0900
From: Nancy Tankersley Fair <fairwinds@gci.net>
To: Representative_Bruce_Weyhrauch@legis.state.ak.us
CC: Con Bunde <Senator_Con_Bunde@legis.state.ak.us>, Les Gara <Representative_Les_Gara@Legis.state.ak.us>, Lesil McGuire <Representative_Lesil_McGuire@legis.state.ak.us>, "Bob Lynn/Rep." <Representative_Bob_Lynn@legis.state.ak.us>

Dear Rep. Weyhrauch:

As a mother of two teenagers, ages 15 and 19, and a victim of an accident caused by a teenage driver, I strongly support the Graduated Driver's Licensing bill.

We have instituted slightly stronger policies with our teens, to good results. However, it would be much better to have the same ground rules for all teens. As other states have shown, a system like this saves lives.

This is a very reasonable first step in making our roads safer. If the rural areas find this too restrictive, perhaps you can add a clause that makes this pertain only to larger communities with a bigger road system.

Thank you for sponsoring this important piece of safety legislation.

Sincerely,

Nancy Fair
4741 E. 112th Avenue
Anchorage, AK 99516

[Fwd: Graduated Drivers License Law - GDL]

Subject: [Fwd: Graduated Drivers License Law - GDL]
Date: Tue, 27 Jan 2004 10:50:56 -0900
From: Bruce Weyhrauch <Representative_Bruce_Weyhrauch@Legis.state.ak.us>
Organization: Alaska State Legislature
To: Linda Sylvester <Linda_Sylvester@legis.state.ak.us>

Subject: Graduated Drivers License Law - GDL
Date: Mon, 26 Jan 2004 18:18:35 -0900
From: Bill & Cindy Sims <simsfamily@qci.net>
To: Representative_Bruce_Weyhrauch@legis.state.ak.us

Hello Rep. Weyhrauch ... I am a parent of 3 teenagers here in Anchorage and wish to respond to the information I received pertaining to HB 213 you are sponsoring. I am in total support of this bill and ask that you continue to push to get this bill through to law.

I had heard rumors about this "restrictive" bill that was being proposed and after reading the actual proposed law, I was amazed that this law is actually very similar to restrictions I have given my own teenagers when they get their permit and driver's license. I have an 18 year old daughter, 16 year old son, and 14 year old daughter, and I have always been involved in our public schools and volunteer quite a bit at Dimond High -- so in other words, I am around teenagers quite a bit. One thing I have seen is that a lot of parents do not really think about adding restrictions to their teenagers when they obtain a license. Parents are busy and most actually look forward to when their child can drive to help out with getting them to and from sports, activities, etc. But we as parents need to look beyond our "conveniences" and realize that we have a responsibility to teach our young drivers. I have found that when you put more than one teenager in the car at a time things change -- the music is turned up, there are more distractions in the car, etc. We need to not only protect ourselves, but also those teenagers whose parents are not aware of the additional dangers that are associated with new young drivers.

Thank you for your support of HB 213. Please feel free to use this e-mail in support of the Alaska Graduated Driver's Licensing Law.

Cindy Sims
907.344.7748 or simsfamily@qci.net

Rep. Bruce Weyhrauch
 Capitol Building
 Juneau, Alaska 99801
 465-2273

Dear Representative Weyhrauch:

Thank you for introducing HB213.

Considering that motor vehicle crashes are the leading cause of death for 15-18 year olds, something must be done. I believe that young people should be introduced to the driving experience gradually by phasing in full driving privileges over time and in lower-risk settings. Your bill would help to achieve this... thereby saving the lives of our teenage drivers and their passengers.

You have my total support.

NAME	ADDRESS	SIGNATURE
Brenda Sadler	P.O. Box 57045 North Pole 99705	Brenda Sadler
Perry J. Williamson	1221 Loir Lane Fairbanks, AK 99702	Perry J. Williamson
Sandra Trumbauer	P.O. Box 81305 Frbks AK 99708	Sandra Trumbauer
Gabrielle Lorry	1853 Bridgewater Dr Fairbanks, AK 99708	Gabrielle Lorry
BILL LARRY	1853 BRIDGE WATER DR	Bill Lorry
LINDA L. PEARSON	3252 HELEN PL FAIRBANKS, AK 99709	Linda L. Pearson

Rep. Bruce Weyhrauch
Capitol Building
Juneau, Alaska 99801
465-2273

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You have my total support.

Sincerely,

name Ronald F. Taylor
organization _____
address 1090 North Spen Drive
city/state/zip Anchorage, Alaska 99508
telephone (907) 770-1843
email RFT1e.dell@mail.com

Ronald F. Taylor

Rep. Bruce Weyrauch
Capitol Building
Juneau, Alaska 99801
465-2273

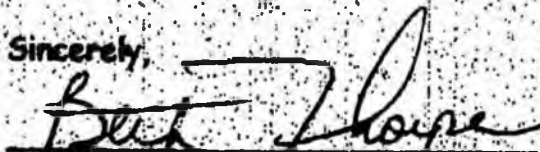
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Sincerely,



name Beth Thorne
organization Alaska Trauma Prevention Center
address 3701 E Tudor St Ste 105
city/state/zip Anchorage AK 99511
telephone 929-3939
email _____

Rep. Bruce Weytrauch
Capitol Building
Juneau, Alaska 99801
465-2273

Dear Representative Weytrauch:

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You have my total support.

Sincerely,



name Stephen C. Stevens
organization Anchorage Police Dept.
address 4501 S. Bragaw
city/state/zip Anchorage, AK 99507
telephone 781-8749
email cstevens@ci.anchorage.ak.us

Rep. Bruce Weyrauch
Capitol Building
Juneau, Alaska 99801
465-2273

Dear Representative Weyrauch:

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You have my total support.

Sincerely,



NAME Sam O'Connell
organization Juneau Community Patrol
address 4936 Laurel #A
city/state/zip Juneau AK 99807
telephone 252 5157
email SamOConnell@jcp.net



MADD

Activism Victim Services Education™

Anchorage Chapter
4105 Turnagain Boulevard, Suite A • Anchorage, AK 99517
(907) 562-6890/Fax (907) 562-6896
Email: info@maddalaska.com
Visit our Web Site: www.maddalaska.com

Our Mission is to stop drunk driving, support the victims of this violent crime and prevent underage drinking

January 27, 2004

Representative Bruce Weyhrauch
Capitol Building
Juneau, AK 99801

Dear Representative Weyhrauch,

I am writing on behalf of the Anchorage Chapter of Mothers Against Drunk Driving in support of HB 213, Graduated Drivers Licensing.

This bill allows young, inexperienced drivers extra time to gain critical experience behind the wheel without the distractions of other youth in the vehicle, and also emphasizes the increased risk of driving during the late night/early morning hours.

Approximately four years ago, MADD participated in a series of youth forums during which young people 14-17 years of age, who discussed teen driving behaviors. The top reason they indicated for teen crashes was inattention, and they went on to describe the inattention as the result of paying attention to conversations and actions of their friends in the vehicle with them, including physically turning their head from the roadway to join in talk or actions going on around them.

Thank you, Representative Weyhrauch, for providing this step toward increasing the safety of Alaska's teen drivers.

Sincerely,

Marti Greeson

Marti Greeson
Executive Director
MADD Anchorage Chapter

Subject: [Fwd: HB 213]

Date: Tue, 27 Jan 2004 10:54:59 -0900

From: Bruce Weyhrauch <Representative_Bruce_Weyhrauch@Legis.state.ak.us>

Organization: Alaska State Legislature

To: Linda Sylvester <Linda_Sylvester@legis.state.ak.us>

Subject: HB 213

Date: Tue, 27 Jan 2004 08:03:26 -0900

From: "Michael Frost" <akshltzu@hotmail.com>

To: Representative_Bruce_Weyhrauch@legis.state.ak.us

Hello!

I am glad to see this type of legislation restricting the driving of a new driver for the first 6 months. This is exactly what I had implemented with my own son who is now 17 and my daughter will be 16 in a month and she will be restricted also.

I came up with this idea because I was hit 23 years ago by a new teen driver on her lunch break from school, with 3 other teens in the car with her. She ran a red light, totalled both cars and sent me and a couple of her friends to the doctor. I still suffer today from the injuries I recieved in that accident that may have been avoided if she had not been distracted with her friends in the car.

Nice going Mr. Weyrauch!

I hope this bill passes!

Michael Frost
Boreal Shelties
8326 Blackberry St.
Anchorage, Alaska 99502
Phone: (907) 248-0055
<http://mywebpage.netscape.com/BorealShelties/homepage.html>
E-Mail: akshltzu@hotmail.com

Shetland Sheepdog Club of Anchorage - Board Member & Show Chairperson
Alaska Kennel Club - Show Committee Member
Alyeska Canine Trainers - Puppy Obedience Instructor

Home to:

BIS Canada 2000, BISS, Am/Can CH Singltree Iresistible (1996-2003)

BIS Canada 2003, Am/Can CH Boreal Ring My Bell

Boreal Cafe' Kaladi

Beckward Dustcatcher

Simco Against All Odds

Skyview Storm Chaser

Boreal High Speed Traveler

[Fwd: Graduated Drivers License Law - GDL]

Subject: [Fwd: Graduated Drivers License Law - GDL]

Date: Tue, 27 Jan 2004 10:50:56 -0900

From: Bruce Weyhrauch <Representative_Bruce_Weyhrauch@Legis.state.ak.us>

Organization: Alaska State Legislature

To: Linda Sylvester <Linda_Sylvester@legis.state.ak.us>

Subject: Graduated Drivers License Law - GDL

Date: Mon, 26 Jan 2004 18:18:35 -0900

From: Bill & Cindy Sims <simsfamily@gci.net>

To: Representative_Bruce_Weyhrauch@legis.state.ak.us

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Thank you for your support of HB 213. Please feel free to use this e-mail in support of the Alaska Graduated Driver's Licensing Law.

Cindy Sims
907.344.7748 or simsfamily@gci.net

Subject: [Fwd: HB 213]

Date: Tue, 27 Jan 2004 10:54:59 -0900

From: Bruce Weyhrauch <Representative_Bruce_Weyhrauch@Legis.state.ak.us>

Organization: Alaska State Legislature

To: Linda Sylvester <Linda_Sylvester@legis.state.ak.us>

Subject: HB 213

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Nice going Mr. Weyrauch!

I hope this bill passes!

Michael Frost
Boreal Shelties
8326 Blackberry St.
Anchorage, Alaska 99502
Phone: (907) 248-0055
<http://mywebpage.netscape.com/BorealShelties/homepage.html>
E-Mail: akshltzu@hotmail.com

Shetland Sheepdog Club of Anchorage - Board Member & Show Chairperson
Alaska Kennel Club - Show Committee Member
Alyeska Canine Trainers - Puppy Obedience Instructor

Home to:
BIS Canada 2000, BISS, Am/Can CH Singltree Irresistible (1996-2003)
BIS Canada 2003, Am/Can CH Boreal Ring My Bell
Boreal Cafe' Kaladi
Beckward Dustcatcher
Simco Against All Odds
Skyview Storm Chaser
Boreal High Speed Traveler

[Fwd: Graduated Driver's Licensing Law]

Subject: [Fwd: Graduated Driver's Licensing Law]

Date: Tue, 27 Jan 2004 10:42:19 -0900

From: Bruce Weyhrauch <Representative_Bruce_Weyhrauch@Legis.state.ak.us>

Organization: Alaska State Legislature

To: Linda Sylvester <Linda_Sylvester@legis.state.ak.us>

Subject: Graduated Driver's Licensing Law

Date: Tue, 27 Jan 2004 09:02:47 -0900

From: "June Bewley" <ajb@da-insurance.com>

Organization: Denali Alaskan Insurance

To: <Representative_Bruce_Weyhrauch@legis.state.ak.us>

CC: "June Bewley" <ajb@da-insurance.com>

A resounding YES to the 3 stages enumerated in the brief I received this morning. Obviously, lack of experience is the prime contributor to crashes.

Please vote to enact the staged GDL as soon as possible!

Will the teens who already have their licenses be "grandfathered in"?

Please make the law effective as soon as possible:

Thank you,

June Bewley

Subject: HB213

Date: Mon, 26 Jan 2004 19:16:06 -0900

From: "Robin Near" <rnear@alaska.net>

To: <Linda_Sylvester@legis.state.ak.us>

Dear Representative Weyrauch,

Having lived in AK for almost 33 years, I have known several families devastated by the deaths of their loved ones in vehicular accidents. Many involved teenagers who were inexperienced and not ready to drive. I raised two boys here and gladly paid for approved driver's training courses before allowing them to drive. Even that didn't seem enough. I am appalled that anyone 16 years of age can obtain a driver's license with no education or driving experience...all they need do is pass a simple written and driving test.

Your bill regarding a Graduated Driving License makes tremendous sense to those of us who know that the way one learns to become a good driver is **only by time & experience**. No one should learn such a complex skill by practicing on other drivers. It's time our state took responsibility for safer roads for all, by making youthful drivers regard driving for what it really is; **a serious responsibility!** The best way to guarantee this, is for youth to earn the privilege thru a series of checks. Thirty five other states have proven that it works by lower death and injury rates. What in the world are we waiting for? I hope your cohorts realize how many lives could be saved and how much needless suffering could be avoided by implementing a graduated drivers license law. Thank you for your insight and willingness to try and make a big difference for families in Alaska.

Sincerely, Robin Near
P.O. Box 80847
Fairbanks, AK 99708

January 26, 2004

Pete Eagan
699 Yak Road
Fairbanks, AK 99709

Re: HB 213

Rep. Bruce Weyhrauch
Capitol Building
Juneau, Alaska 99801

Dear Representative Weyrauch:

I am a life-long Alaskan (49 years), and am familiar with many a tragedy on our highways and roads. Thank you for introducing HB213. I believe that it is a very good bill. Some opponents might argue that it will be an inconvenience for families with young drivers, but our families' lives are certainly worth a little inconvenience.

Motor vehicle crashes are the leading cause of death for 15-18 year olds. Statistics in other states have clearly shown a significant reduction in the number of accidents and fatalities in the teen driving ranks following the institution of similar GDL legislation. It makes very good sense to phase in full driving privileges over a relatively short period of time. Experience can be rapidly gained while the young driver is free of many distractions that are currently the norm (e.g. late hours, rowdy peers in the vehicle, possible underage drinking, etc.).

This is a very sound and responsible bill. I heartily support it, and I hope that our Interior legislators do too.

Sincerely,

PETE EAGAN

Pete Eagan
451-5462 w
455-4793 h

[Fwd: ODL legislation]

Subject: [Fwd: GDL legislation]

Date: Mon, 26 Jan 2004 16:12:31 -0900

From: Bruce Weyhrauch <Representative_Bruce_Weyhrauch@Legis.state.ak.us>

Organization: Alaska State Legislature

To: Linda Sylvester <Linda_Sylvester@legis.state.ak.us>

Subject: GDL legislation

Date: Mon, 26 Jan 2004 11:04:01 -0900

From: "L J Rowinski" <ffljr@aurora.uaf.edu>

To: representative_bruce_veyhrauch@legis.state.ak.us

Thank you for your good work on this bill. The people whose lives are spared will never know they were in danger; but, you know and I know that we are everyone of us at risk. Thank you, Christi Rowinski, 479-5317
ffljr@uaf.edu

Subject: Letter of support for HB 213

Date: Mon, 26 Jan 2004 17:25:30 -0800 (PST)

From: Linda Pearson <lpearson18@yahoo.com>

To: terry.harvey@legis.state.ak.us

Hi Terry:

This is the letter I tried unsuccessfully to fax....

<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

January 26, 2004

Representative Bruce Weyhrauch

State Capitol Building- Room 30

<?xml:namespace prefix = st1 ns = "urn:schemas-microsoft-com:office:smarts" />Juneau, Alaska
99801

Dear Representative Weyhrauch,

Thank you for sponsoring and supporting House Bill 213- the Graduated Drivers License proposal. As a high school counselor for 30 years in the Fairbanks area, I had the opportunity to observe teens driving on a daily basis. Every day I saw kids showing off to their peers by speeding, gunning their engines, jumping stop signs, even challenging and racing other drivers and threatening pedestrians (playfully, of course). And this was before and after school in a school parking lot. This risky driving extends to the roads we all use.

As a proponent of safety, I practiced a type of GDL with my own children. They got their permits after their sophomore years, practiced driving with me for a year and a summer, and took a drivers' ed class before taking their licensing tests. I know that lots of practice under safe driving conditions helps novice drivers become good drivers and avoid risky behaviors.

Other states that have adopted GDLs have seen a reduction in teen accidents, deaths and injuries. Insurance companies also recognize the dangers posed by inexperienced drivers in the form of higher rates for young drivers.

Thank you for your concern for all drivers and for promoting HB 213.

Sincerely,

Linda L. Pearson

3252 Helen Place

Fairbanks, Alaska 99709



Do you Yahoo!?
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Subject: Support of HB 213

Date: Mon, 26 Jan 2004 10:31:36 -0900

From: Debbie Manning <dmanning@northstar.k12.ak.us>

To: Linda_Sylvester@legis.state.ak.us

Dear Rep Weyrauch,

I lost my daughter on March 26, 2003 in a traffic accident on the Parks Highway. She got her driving permit at age 14 and her driver's license at age 16. I tried to prepare her as best I could for all driving experiences by driving with her whenever possible. When she was on her own though or with friends, I know she didn't always follow the rules. She was a typical driver of her age group -- driving too fast and taking too many chances because she believed nothing could ever happen to her. At age 20 she was finally getting some experience under her belt and driving more defensively; however, she never got a chance to improve any more. She was in a head-on collision. I still don't know the cause of the accident but I believe it was a combination of lack of attention and inability to read road conditions correctly. Perhaps if she would have had a more restrictive driver's license from the beginning, she would have been more aware of her limited experience and taken more precautions. It's too late for her, but maybe this bill will save other young people.

Debbie Manning
North Pole, AK

*Debbie Manning, Human Resources Technician
Fairbanks North Star Borough School District
(907)452-2000, ext 381
<http://www.northstar.k12.ak.us>*

Re: HB 213 - Graduated Driver's License

Subject: Re: HB 213 - Graduated Driver's License

Date: Mon, 26 Jan 2004 11:49:10 -0900

From: "Don Henry" <donhenry@rntaonline.net>

To: "Linda Sylvester" <Linda_Sylvester@legis.state.ak.us>

I live in Palmer and the road conditions are anything but small town driving, plus a large percentage of our yearly driving is spent with winter (dark, snowy, icy) road conditions. I think adding the 50-hour instruction step with nighttime driving limited is a good one, but it should include or be in addition to a driver's ed (defensive driving) course. Here in the Valley, Community Schools offers a 4-week program (8 hours a week) that costs (if I remember right) \$80. They have simulated modeled driving situations that prepares new (young) drivers to be defensive, responsible drivers. Instead of (or in addition to) legislating more laws, I think the State government should put forth effort (money) for new driver training courses. If the driver's ed course was available more often, most parents can afford the \$80. Right now though there is limited space and the program is offered twice during the school year. So I do support the GDL bill but think there is room for improvement. One comment on the 6-month period that requires the presence of a parent or an over-21 adult, but allows for the driver to drive with two siblings (without a parent or over-21 adult it appears). This does not make sense, if I'm understanding it right. Thank you for allowing me to comment. Sincerely, Carole Henry, 25346 E. Buckshot Lane, Palmer, AK 99645 (907) 745-6578

Subject: Limiting Teenaged Drivers

Date: Mon, 19 Jan 2004 03:17:29 +0000

From: "Jeanne Baker" <skreech29@hotmail.com>

To: Representative_Bruce_Weyhrauch@legis.state.ak.us

Mr. Weyhrauch;

A friend of mine suggested I contact you regarding this state's young drivers. I work for the local electric company as a meter technician. I am on the road all day every day reading meters and connecting and disconnecting electricity. I drive in town on busy streets, on the highways and on low traffic country roads, flats and hills. I am on the road in every weather condition Mother Nature can come up with. My job puts me in contact with many, many other drivers, young ones, old ones, good ones and bad ones. I cannot tell you how many times I have yielded to young drivers in order to avoid an accident, even though I had right of way. I have been cut off, nearly run off the road and been the recipient of many rude gestures when I honk to let a fellow driver know that he is a little too close or has not yielded when he was supposed to. The majority of these incidents have been young men, although there have been a few mature men, a few girls and women. Most older drivers are slower, but stay in the slow lanes and stay home in bad weather.

I have 2 grown children and did allow them to drive at 16 years old. I did not, however, allow them to transport a car full of kids, only an occasional one in an emergency, and they had curfews. They had to drive a full summer before I even thought of allowing them on the road. I used to take them to the school parking lot only when it was totally clear and have them slam on the brakes so they could learn how it felt if they skidded on the highway. We were only going about 20 MPH...but the effect was there. All this was done in a conscientious way so as to assure that they would not be a hazard on the road. They are in their mid-thirties now and have each had one speeding ticket, both in high school, and are very good drivers today.

I truly believe that if a program limiting teenaged kids was in effect, it would make the roads much safer for everyone. Of course, there would have to be stipulations for working teens...but the majority would be restricted in some ways. I really think this would give them a chance to mature a little bit and be a better driver and less of a hazard on the public roadways.

Sincerely,

Jeanne L. Daniel

Learn how to choose, serve, and enjoy wine at Wine @ MSN.
<http://wine.msn.com/>

Subject: boating safety and GDL

Date: Wed, 26 Mar 2003 21:35:40 -0900

From: Perkins <perkins@ak.net>

To: Representative_Bruce_Weyhrauch@legis.state.ak.us

Dear Representative Weyhrauch,

I'm impressed with your involvement with several safety issues. I'm an Eagle River constituent and an injury epidemiologist (I study injury patterns in various communities and populations). I have lived in Alaska for 25 years, 8 of which were in Dillingham. My injury prevention work with the U.S. Public Health Service took me to communities throughout Alaska before my retirement in 1998. I'm writing to encourage you in your support of HB93, to keep the Boating Safety Law active and in place. As you know, this Law brings in about \$600,000 of federal funds each year and the hardship on individuals is a miniscual \$10 registration fee every 3 years. It helps pay for flotation devices which are used on Kids Don't Float loaner boards throughout Anchorage and Alaska. It is a good law with huge positive impacts on the safety of all Alaskans and a very small impact on individuals. I introduced and encouraged the use of Float Coats throughout rural Alaska in the mid-seventies, and now they are used as the rule rather than the exception.

The other very positive legislation you are developing is the strengthening of the Graduated Driver's Licensing requirement for new drivers. Teens are 4 times more likely to die in a motor vehicle crash than their adult counterparts. Much of this increased risk is due to inexperience, lower seat belt useage, and alcohol. Teens rarely get into crashes when they are learning to drive with an adult present. Their risks increase tremendously shortly after they go solo, drive with other teens in the car, and drive after midnight. The good GDL laws that have been inacted in other states and countries have cut the teen crashes in half. They demand that teens have 6 months behind the wheel under an adult's supervision, no other non-family passengers, and no driving after midnight. Motor vehicles related injuries are the leading cause of death for our teens and we must see that they recieve the proper experience before turning them loose on the roads. School based driver's education has been shown to be ineffective, FYI.

I'm currently the Exec. Director of a non-profit injury prevention center and my special interest is to reduce the needless deaths and trauma from preventable injuries. If I can be of technical assitance to you on any injury prevention issues, please call 907-929-3941.

Ron Perkins, MPH

CAPITAL CHEVROLET
ROB SKINNER

5245 GLACIER HWY
JUNEAU, AK 99801

April 28, 2003

Rep. Bruce Weyhrauch

Dear Rep. Weyhrauch:

I'm pleased to add my support to HB 213, "Provisional Driver's License for Teen Drivers". Being the talker of the town, a responsible parent, and as the "Managing Partner" for Capital Chevrolet I feel the up side to this bill clearly outweighs the small inconveniences that would result from it.

While growing up in a small town in Oregon several of my classmates were in serious car accidents, resulting in two fatalities, two friends who are permanently paralyzed and several other injuries of varying degrees. Most likely had a bill like this been in place my friends would be alive today and those paralyzed would not be so.

In my business we see every day the young drivers and their behaviors. We experience losses from minor accidents as a course of business but almost never from an older more mature employee. It is almost without exception that young drivers feel a need to push the envelope when the rush of power and freedom is afforded them associated with driving. I myself experienced it and so has every one who has been behind the wheel of a car. My sales persons are continually reminding our younger potential car owners to watch the traffic laws while on test drives.

While I'm a huge fan of our youth and understand that HB 213 will disappoint a few, the facts are clear, accidents will decrease and lives will be saved. Nothing is more important to a father than that.

Sincerely,

Rob Skinner
Owner, Capital Chevrolet

Rep. Bruce Weyhrauch
Capitol Building
Juneau, Alaska 99801
January 25, 2004

Al Near
POB 80847
Fairbanks, AK 99708

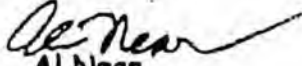
Dear Representative Weyrauch:

Thank you for introducing HB213.

Considering that motor vehicle crashes are the leading cause of death for 15-18 year olds, something must be done. I believe that young people should be introduced to the driving experience gradually by phasing in full driving privileges over time and in lower-risk settings. Your bill would help to achieve this... thereby saving the lives of our teenage drivers and their passengers.

You have my total support.

Sincerely,


Al Near

Subject: gdl

Date: Sun, 25 Jan 2004 18:42:24 -0900

From: "Rhammond" <chickencoop@starband.net>

To: <Linda_Sylvester@legis.state.ak.us>

Dear Representative Weyrauch,

please know that our entire family is very supportive of the GDL. We urge you to do all you can to help it pass. The lives saved will be worth it.

Thank you, Robin & Dick Hammond of Chicken, AK 99732

[Fwd: Bill to change drivers licenses]

Subject: [Fwd: Bill to change drivers licenses]
Date: Fri, 11 Apr 2003 21:05:33 -0800
From: Bruce Weyhrauch <Representative_Bruce_Weyhrauch@Legis.state.ak.us>
Organization: Alaska State Legislature
To: Linda Sylvester <Linda_Sylvester@legis.state.ak.us>

bill file

Subject: Bill to change drivers licenses
Date: Fri, 11 Apr 2003 12:55:05 -0800
From: Craig <craig4@gci.net>
To: Representative_Bruce_Weyhrauch@legis.state.ak.us

Bruce – Just wanted to get a few comments in on the bill to change drivers' licenses. Hopefully it's not too late. I think the "stepped system" for drivers' licenses is a good idea but is too extreme. As a minimum, a newly licensed teen should be able to participate in family responsibilities and at least be able to transport their own siblings who have probably been riding with them throughout the permit period. I also don't see a problem with teens giving a ride to 1 or 2 friends while driving to and from school, or to after school activities such as to the track field. Since we live 20 miles from the high school and are constantly trying to carpool, it seems absurd that 3 kids from our area would all drive separately, or 1 drive and leave the others to catch the bus which leaves almost an hour and a half before school starts. I think the purpose of MADD should be to keep car-loads of teens off the road while "cruising" on a Saturday night, not to punish responsible teens who are driving to and from school and activities. Again, if the rule under the new bill is for teens to not drive with others under the age of 25, please at least have an exemption for family members riding in the car. Thank you for considering this.

JoAnne Craig

789-2955

Sent email



CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

OFFICE OF THE MAYOR

Telephone: (907) 586-5240; Facsimile: (907) 586-5385

Sally_Smith@ci.juneau.ak.us

April 23, 2003

The Honorable Bruce Weyhrauch
Alaska State Representative
State Capitol, Room 102
Juneau, Alaska 99801

Dear Representative Weyhrauch:

Juneau's assembly members have read an analysis of your House Bill 213, which would institute a graduated driver's license program. According to statistics provided by the Juneau Chapter of Mothers Against Drunk Driving (MADD), 3,889 of Alaska's youth between the ages of 16 and 20 were involved in traffic accidents during 2000. This is not acceptable, and begs the need for change.

We care about our youth and recognize that our current system of preparing them to drive is not working. House Bill 213 provides an opportunity to responsibly prepare our young Alaskan's for a lifetime of safe driving. You have the support of the City and Borough of Juneau on this important legislation. It can make the roads safer for all.

Sincerely,



Sally Smith

Mayor

cc: Cindy Cashen, MADD
The Honorable Kim Elton
The Honorable Beth Kerttula
CBJ Assembly
Clark Gruening
Jerry Mackie



JUNEAU SCHOOL DISTRICT
CITY AND BOROUGH OF JUNEAU
OFFICE OF THE SUPERINTENDENT

10014 CRAZY HORSE DRIVE • JUNEAU, ALASKA 99801-8529 • (907) 463-1700 • FACSIMILE (907) 463-1712

APR 29 2003

April 25, 2003

The Honorable Bruce Weyhrauch
Alaska State Legislature
State Capitol
Juneau, AK 99801

Dear Representative Weyhrauch:

Thank you for your sponsorship of House Bill 213 to establish a graduated driver's license program for Alaska. As I mentioned on Tuesday, the Juneau School Board unanimously supports this concept. I've written the members of the House Transportation Committee and hope they are responsive.

I'm glad to see that there are positive developments for Alyeska Correspondence School. Thank you for your continued support for education and for the Juneau Community in this matter.

Sincerely,

Peggy Cowan
Superintendent

Alaska's Proposed Graduated Driver's License Law, *GDL*

A Graduated Driver's License system (*GDL*) is about helping parents prepare their children for driving because we know that a teenager is more likely to die in a car crash than from any other cause. A new sixteen-year-old driver with quick and easy driving privileges has the highest risk of crashing his first month, which is almost 3 times higher than the risk of older teenagers. Under supervision, teens have very few crashes or citations. Studies show that a staged licensing system buys time for teens to practice driving with limitations, and within six months their crash rate drops by 40%. The findings suggest that novices can improve their driving in a relatively short period of time using a phased-in driving system. *GDL* programs already exist in at least 38 states.

The proposed *GDL* law allows our new drivers to learn to drive in 3 stages:

Stage I: Supervised learner's period; at age 14, a person may be issued a Learner's Permit.

Stage II: An intermediate licensing phase; at age 16, a person may be eligible for a Provisional License if:

- The driver has held a Learner's Permit for 6 months and has not been convicted of a traffic violation during the 6 months preceding the application.
- The driver's parent, guardian, or employer certifies that the teenager has at least 40 hours of supervised driving experience, 10 of which were nighttime hours.



"Give me some time to learn!"

Description of a Provisional License

A provisional driver has full driving privileges except for the following restrictions:

- Prohibited from driving any passengers under 21, except siblings.
- Prohibited from driving between the hours of 1am and 5am, unless within the scope of work.

However, both these restrictions are waived if a passenger at least 21 years of age is in the car.

Stage III: Full driving privileges; between the ages of 16 and 18, a person may be issued a full Driver's License if:

- The driver has held a provisional license for at least 6 months and has not been convicted of a traffic violation or a repeat minor consuming charge during the 6 months preceding the application.

Parents, nationwide, favor graduated licensing. Since the first *GDL* was passed in Florida, surveys show 70-95% of adults support a mandatory period of supervised driving, 90% favor nighttime limits, and 60% favor limiting the number of passengers. In states that have passed the *GDL*, fatal crashes have decreased 58-75% depending on the number of stages and to what degree driving limits were included.

Alaska Rep. Weyhrauch has sponsored HB 213, "An act relating to a provisional driver's license." To comment please email to [Representative Bruce Weyhrauch@legis.state.ak.us](mailto:Representative_Bruce_Weyhrauch@legis.state.ak.us), or call 1-800-968-6744, or write Alaska State Capitol, Juneau, Alaska, 99801-1182.



Gimme Five!

Mayor's Task Force On Youth

*"Each youth in Juneau can
identify at least five caring
adults who are concerned
about their success"*

February 22, 2004

Representative Bruce Weyhrauch
State Capital, Room 102
Juneau AK 99801-1182

Dear Representative Weyhrauch,

The undersigned members of Juneau's Mayor's Task Force on Youth would like to express our concern about the risks facing young drivers in Alaska and our support of measures that mitigate those risks. We are aware that other states in our nation have devised programs that allow young people to steadily develop their driving skills with more safeguards in place to protect their own well-being, as well as those around them.

Alaskans under the age of 21 are involved in the highest percentage of traffic crashes in our state. Motor vehicle crashes are the leading cause of death for people from age 15 through 18 years old throughout our nation, and the fatality rate for young drivers is approximately 4 times as high as older drivers. We would like to see our state do a better job at protecting these young lives.

We are fully supportive of measures that:

- Increase the amount of properly supervised behind-the-wheel driver education.
- Provide for greater preparation for and restrictions on night-time driving
- Place restrictions on the number of youth passengers young drivers can transport.
- Require young people to maintain a clean driving record before their level of driving privileges increase.
- Encourage young people to develop safe driving habits and experience.

Studies into the effectiveness of similar measures in other states and countries have shown significant reductions in the number of teenage crashes. As members of agencies dedicated to the health and well being of youth, we encourage all efforts that help them safely negotiate the passage into the world of adult responsibilities.

Respectfully submitted,

Juneau School Board

Zach Gordon Teen Club



Gimme Five!

Mayor's Task Force On Youth

*"Each youth in Juneau can
identify at least five caring
adults who are concerned
about their success"*

Boys and Girls Club

Elizabeth Williams

Association of Alaska School Boards

Sharon Young

Alaska Faith Communities Concerned for Children

Shelly Eidson

Echo Ranch/Campus Life

Randy Beavers

Mothers Against Drunk Driving

Cindy Casten

Southeast Alaska Guidance Association

Anita Hazze Passin

National Council on Alcoholism and Drug Dependence

Matt Felix

4-H Club

Mike ...

Juneau Youth Services

Walter Majors

SENATE FINANCE COMMITTEE

SIGN-IN

HB 213-PROVISIONAL DRIVER'S LICENSE

✓
NAME: Monique Barteaux Subject/Bill No: 213
Co./Dept./Title: im with MADD Phone: 789-9412
Address: 3165 Bresee Zip: 99801

Do you wish to testify? Yes No Respond To Questions

✓
NAME: Bindy Cashen Subject/Bill No: 213
Co./Dept./Title: MADD Phone: 463 2562
Address: 211 4th ST Ste 314 Zip: 99801

Do you wish to testify? Yes No Respond To Questions

✓
NAME: Martha Moore Subject/Bill No: 213
Co./Dept./Title: AK Dept. H&SS Phone: 465-8631
Address: P.O. Box 110161 Juneau Zip: 99811-0616

Do you wish to testify? Yes No Respond To Questions

✓
NAME: Sheldon Winters Subject/Bill No: 213
Co./Dept./Title: State Form Phone: 796-4999
Address: 3000 #100 Vintage Blvd Zip: _____

Do you wish to testify? Yes No Respond To Questions

SENATE COMMITTEE REPORT

DATE: 3/5/04

FURTHER: Finance

DATE TURNED
IN TO OFFICE: 3/31/04

State Affairs Committee considered CS FOR HOUSE BILL NO. 213(FIN)

HB 213 PROVISIONAL DRIVER'S LICENSE

"An Act relating to a provisional driver's license and to issuance of a driver's license; and providing for an effective date."

and recommends:

- be replaced with _____ CS _____ (_____)
- adopt previous _____ CS _____ (_____)
- attached amendment(s)
- adopt Letter of Intent by _____ Committee
- further referral to _____ Committee

Senate Bill:

- Same Title
- New Title

House Bill:

- Same Title
- Technical Title Change
- New Title w/ SCR # _____

NEW FISCAL NOTE(S):

| Department | Date | Fiscal | Zero | Indet. | FN# |
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PREVIOUS FISCAL NOTE(S):

| Department | Date | Fiscal | Zero | Indet. | FN# |
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| DOA | 12/01 | ✓ | | | 1 |
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APPROPRIATION - no fiscal note

| SIGNATURES AND RECOMMENDATIONS: | DO PASS | DO NOT PASS | NO REC | AMEND |
|---------------------------------|---------|-------------|--------|-------|
| <i>John J. Cowdery</i> | ✓ | | | |
| <i>Robert J. Steedman</i> | | | ✓ | |
| <i>Gregory</i> | | | ✓ | |
| | | | | |
| | | | | |
| CHAIR: <i>G. Steedman</i> | ✓ | | | |