

SB

261

FISCAL NOTE

STATE OF ALASKA
2006 LEGISLATIVE SESSION

Fiscal Note Number: 1
 Bill Version: SB 261
 (S) Publish Date: 2/01/06

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title Highway Safety Corridors RDU Administration & Support
 Component Transportation Management
 And Security
 Sponsor House Rules/Senate Rules
 Requester Governor Component No. 2607

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Personal Services						
Travel						
Contractual	0.0	0.0	0.0	0.0	0.0	0.0
Supplies	5.0					
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	5.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	5.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type-Do not abbreviate)						
TOTAL	5.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2006) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2007 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

Maintenance and operations staff estimate the cost for materials for re-signing a designated corridor to be \$5,000 per corridor. This includes new signs for each end of the corridor alerting the driving public that they are entering a double fine safety corridor, and replacement signs for the speed limit signs throughout the corridor, which would include the double fine notice. Installation costs, including personnel and equipment, would be absorbed within existing M&O budgets.

Prepared by: John Merly
 Division: Legislative Liaison, DOT&PF
 Approved by: Mike Barton
 Agency: Commissioner, DOT&PF

Phone 465-8994
 Date/Time 1/30/06 10:00 AM
 Date 1/30/2006

FISCAL NOTE

STATE OF ALASKA
2006 LEGISLATIVE SESSION

Fiscal Note Number: 2
 Bill Version: SB 261
 (S) Publish Date: 2/1/06

Revision Date/Time (Note if correction): _____ Dept. Affected: Public Safety
 Title: "An Act relating to the designation of traffic safety RDU: Alaska State Troopers
corridors; relating to the bail or fine for..." Component: AST Detachments
 Sponsor: Rules Committee
 Requester: Governor Component No.: 2325

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2006) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2006 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This bill will create traffic safety corridors and provide enhanced fines or bail amounts related to motor vehicle traffic offenses committed within a traffic safety corridor. This proposed legislation will also allow the legislature to appropriate 50% of the fines for offenses committed in this corridor. These funds will be accounted for separately and go towards highway safety programs administered by the Department of Transportation and Public Facilities.

The enforcement of law applicable to motor vehicles within the traffic safety corridors will be enforced by using the existing assets currently available within the division of the Alaska State Troopers. There will be no fiscal impact on the Department of Public Safety.

Prepared by: Lieutenant James Helgoe Phone 907-269-4532
 Division: Alaska State Troopers Date/Time 1/27/06 1:35 PM
 Approved by: Commissioner William Tandeske Date 1/27/2006
 Agency: Department of Public Safety

FISCAL NOTE

STATE OF ALASKA
2006 LEGISLATIVE SESSION

Fiscal Note Number: 3
 Bill Version: CSSB 261(FIN)
 (S) Publish Date: 3/22/06

Revision Date/Time (Note if correction): _____ Dept. Affected: _____
 Title Regulation of Highways; Traffic Offenses RDU Alaska Court System
 Component: Trial Courts
 Sponsor Senate Rules by Request of the Governor
 Requester _____ Component No. _____

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1007 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2006) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2007 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

The court system does not anticipate any fiscal impact from the passage of CSSB 261(TRA).

Prepared by: Doug Wooliver, Administrative Attorney Phone 463-4750
 Division: Alaska Court System Date/Time 3/17/06 @ 8:00 am
 Approved by: Doug Wooliver for Stephanie Cole, Administrative Director Date 3/17/2006
 Agency: Alaska Court System

Dear President Stevens:

Under the authority of art. III, section 18, of the Alaska Constitution, I am transmitting a bill relating to the designation of traffic safety corridors; and relating to the bail or fine for an offense committed in a traffic safety corridor and to separately accounting for such fines.

This bill would authorize the Department of Transportation and Public Facilities to designate a portion of a highway to be a traffic safety corridor by posting signs at the beginning and end of the corridor. The designation would be made to promote traffic safety in that area.

The Alaska Supreme Court and each municipality would be required to provide that the scheduled amount of a fine or bail for a motor vehicle or traffic offense in a traffic safety corridor would be double the amount of the fine or bail if the offense had not been committed in a traffic safety corridor.

The provisions of AS 28.05.151(d) and AS 28.40.070 currently provide for double fines or bail for motor vehicle or traffic offenses in areas designated as highway work zones. These provisions would be amended by adding references to traffic safety corridors.

The bill also would provide for separate accounting for fines collected for traffic safety corridor offenses, and for appropriation of 50 percent of those collected fines to the Department of Transportation and Public Facilities, highway safety planning agency, for highway safety programs.

The bill would have an immediate effective date so that traffic safety corridors could be designated as soon as possible.

I urge your prompt and favorable action on this measure.

Sincerely yours,

Frank H. Murkowski
Governor

SAFETY ZONE

What is a Traffic Safety Corridor?

A safety corridor is a designated "safety zone", similar to a school zone or a work zone. Candidate roads have a high rate or concentration of fatal and severe injury crashes. The purpose of designating a zone is to reduce the rate or concentration of fatal and severe injury crashes. There may be a need to target reckless, intimidating, and aggressive driving, as well as drunk driving (TRIAD). Head-on collisions, unsafe passing or unsafe speeds are some characteristics. Other factors include falling asleep, medications and driver inexperience.

Oregon built one of the earliest programs over ten years ago. They have successfully designated corridors, reduced crashes, and eventually decommissioned them. Success requires a concerted effort of increased education, enforcement, and engineering (Three E's). Ohio has a model program for safety zone enforcement planning and daily duties.

Several other states have begun safety corridor programs. Typical elements include:

- Short two-lane, rural highway segments - 10 to 20 miles
- Focus on a few problematic highways
- Double fines and/or double points legislation
- Funding targeted, sustained highway patrol
- Expedite incident response
- Target TRIAD drivers, reduce driver frustration
- Quick, affordable road safety devices - special signs, centerline rumble strips
- Repeated media campaigns to educate drivers
- Investing in longer term, higher cost major road improvements
- Decommissioning to make efforts available elsewhere

Safety corridor efforts can last for years until major improvements can be put in place. Limited resources are focused on a few key roadways where the "three E's" can be brought to bear. Best results are in areas where efforts reach familiar returning drivers.

DOUBLE FINES