

**ALASKA LEGISLATURE**

**1062**

**HOUSE and SENATE FINANCE COMMITTEE FILES, 1993-1994**

136

# STATE OF ALASKA - - OFFICE OF THE GOVERNOR

## Boards and Commissions Listing

### Compensation Policy

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- 
- Board: 181 Statewide Independent Living Council  
Travel Per Diem  
Members will receive wage compensation.
- Board: 050 Alaska Industrial Development and Export Authority (AIDEA)  
Travel Per Diem  
Public members receive \$100 per day plus necessary expenses.
- Board: 161 Interstate Oil and Gas Compact Commission (National  
Commission)  
Travel Per Diem  
See special facts.
- Board: 051 Job Training Council  
Travel Per Diem
- Board: 134 Judgeships (NOT a board or commission)  
Travel Per Diem
- \* Board: 052 Commission on Judicial Conduct  
Travel Per Diem
- \* Board: 053 Judicial Council  
Travel Per Diem
- Board: 054 Juvenile Justice and Family Services Advisory Committee  
Travel Per Diem
- Board: 055 Alaska Labor Relations Agency  
Travel Per Diem
- Board: 057 Advisory Council on Libraries  
Travel Per Diem  
No additional compensation.
- \* Board: 058 Local Boundary Commission  
Travel Per Diem
- Board: 059 Board of Marine Pilots  
Travel Per Diem
- Board: 169 Alaska Regional Marine Research Board  
Travel Per Diem  
Members receive reimbursement for pre-approved expenses.
- Board: 173 Board of Marital and Family Therapy  
Travel Per Diem
- Board: 060 Medicaid Rate Advisory Commission  
Travel Per Diem
- Board: 061 State Medical Board  
Travel Per Diem
- Board: 063 Alaska Mental Health Board  
Travel Per Diem
- Board: 172 Board of Certified Direct-Entry Midwives  
Travel Per Diem
- Board: 065 Alaska Minerals Commission  
Travel Per Diem
- Board: 066 Alaska Municipal Bond Bank Authority  
Travel Per Diem  
Compensated for actual expenses incurred.

# STATE OF ALASKA - - OFFICE OF THE GOVERNOR

## Boards and Commissions Listing

### Compensation Policy

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- Board:** 174 Joint Federal-State Commission on Policies and Programs  
Affecting Alaska Natives  
Travel Per Diem  
Non-governmental members receive additional compensation.
- Board:** 177 North Pacific Anadromous Fish Commission - Advisory Panel to  
the U.S. Section  
Travel Per Diem  
Members receive no compensation or travel expenses.
- Board:** 132 North Pacific Fishery Management Council (NPFMC)  
Travel Per Diem  
Non-governmental members receive additional compensation.
- Board:** 130 North Pacific and Bering Sea Fisheries Advisory Body  
Travel Per Diem  
Members receive no compensation.
- Board:** 067 Board of Nursing  
Travel Per Diem
- Board:** 068 Board of Nursing Home Administrators  
Travel Per Diem
- **Board:** 069 Occupational Safety and Health Review Board  
Travel Per Diem  
Receive honorarium of \$50 per day.
- Board:** 070 Alaska Oil and Gas Conservation Commission  
Travel Per Diem  
Salary is Range 27D, exempt salary scale; 27E for Chair.
- Board:** 071 Older Alaskans Commission  
Travel Per Diem
- Board:** 072 Board of Examiners in Optometry  
Travel Per Diem
- Board:** 151 Local Citizen Out-of-Home Care Review Panel  
Travel Per Diem  
Members receive no compensation unless travel required.
- Board:** 176 Governor's Outdoor Recreation and Trails Advisory Committee  
Travel Per Diem
- Board:** 073 Pacific Marine Fisheries Commission  
Travel Per Diem
- Board:** 139 Pacific Salmon Commission and Northern Panel of the Pacific  
Salmon Commission  
Travel Per Diem  
Travel and per diem paid by federal government.
- **Board:** 075 State Board of Parole  
Travel Per Diem  
Receive honorarium of \$150 per day.
- Board:** 172 Alaska State Pension Investment Board  
Travel Per Diem  
Receive honorarium of \$150 per day.
- **Board:** 076 Board of Trustees of the Alaska Permanent Fund Corporation  
Travel Per Diem  
Public members receive honorarium of \$400 per day.

# STATE OF ALASKA - - OFFICE OF THE GOVERNOR

## Boards and Commissions Listing

### Compensation Policy

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Board:	077	Personnel Board Travel Per Diem
Board:	078	Board of Pharmacy Travel Per Diem
Board:	079	State Physical Therapy and Occupational Therapy Board Travel Per Diem
Board:	080	Alaska Pioneers' Homes Advisory Board Travel Per Diem
Board:	189	Governor's Task Force on Eligibility and Residency for the Pioneers' Homes Travel Per Diem
Board:	081	Alaska Police Standards Council Travel Per Diem No additional compensation.
Board:	082	Alaska Commission on Postsecondary Education Travel Per Diem
Board:	188	Power Project Loan Committee Travel Per Diem No additional compensation.
Board:	084	Alaska Private Industry Council Travel Per Diem
Board:	085	Professional Teaching Practices Commission Travel Per Diem Admin leave; state reimburses district for more than 15 days
Board:	086	Board of Psychologist and Psychological Associate Examiners Travel Per Diem
Board:	033	Public Employees' Retirement Board (P.E.R.S.) Travel Per Diem Physicians compensated at rate consistent to hourly earnings
→ Board:	087	Alaska Public Offices Commission (APOC) Travel Per Diem Receive honorarium of \$50 per day.
Board:	170	Prince William Sound Oil Spill Recovery Institute Advisory Board Travel Per Diem Federal provisions for compensation.
→ Board:	088	Board of Directors of the Alaska Railroad Corporation Travel Per Diem Receive honorarium of \$400 per day.
Board:	183	Rural Alaska Village Economics and Needs (RAVEN) Commission Travel Per Diem No additional compensation.
Board:	154	Board of Certified Real Estate Appraisers Travel Per Diem
Board:	090	Real Estate Commission Travel Per Diem

# STATE OF ALASKA - - OFFICE OF THE GOVERNOR

## Boards and Commissions Listing

### Compensation Policy

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- \*→ Board: 129 Reapportionment Board  
Travel Per Diem  
Members compensated per Art. VI, Sec. 8 of AK Constitution. (\$150/day)
- Board: 123 Recreation Rivers Advisory Board  
Travel Per Diem  
Members receive no compensation.
- \* Board: 091 University of Alaska Board of Regents  
Travel Per Diem
- Board: 178 State Rehabilitation Advisory Council  
Travel Per Diem  
Members reimbursed for necessary expenses/wage compensation.
- Board: 092 Alaska Royalty Oil and Gas Development Advisory Board  
Travel Per Diem
- Board: 093 Rural Alaska Television Network (RATNET)  
Travel Per Diem  
No compensation received.
- Board: 094 Alaska Safety Advisory Council  
Travel Per Diem
- Board: 117 Alaska Science and Technology Foundation  
Travel Per Diem  
\$200/day honorarium for public members, up to 30 days/year.
- Board: 096 Alaska Seafood Marketing Institute Board of Directors (ASMI)  
Travel Per Diem
- Board: 148 Selective Service System (Federal/AK Governor nomination)  
Travel Per Diem
- Board: 097 Alaska Soil and Water Conservation Board  
Travel Per Diem
- Board: 152 Board of Storage Tank Assistance  
Travel Per Diem
- Board: 098 Alaska Student Loan Corporation Board of Directors  
Travel Per Diem
- Board: 074 National Park and Park Monument Subsistence Resource  
Commissions  
Travel Per Diem  
Travel/per diem as compensated by the National Park Service.
- Board: 099 Alaska Teachers' Retirement Board (T.R.S.)  
Travel Per Diem  
Physicians compensated at rate consistent with hourly wages.
- Board: 100 Telecommunications Information Council  
Travel Per Diem  
Members receive no compensation.
- Board: 115 Tourism Coordinating Committee  
Travel Per Diem
- Board: 116 Alaska Tourism Marketing Council  
Travel Per Diem

# STATE OF ALASKA - - OFFICE OF THE GOVERNOR

## Boards and Commissions Listing

### Compensation Policy

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- |                 |     |   |
|-----------------|-----|---|
| <b>Board:</b>   | 138 | Trans-Alaska Pipeline Liability Fund (TAPS) (Federal/ AK Governor nomination)<br>Travel Per Diem<br>Members reimbursed for expenses to attend board meetings. |
| <b>Board:</b>   | 145 | National Conference of Commissioners Uniform State Laws<br>Travel Per Diem<br>Standard travel/per diem for Department of Law member only.                     |
| → <b>Board:</b> | 101 | Alaska Public Utilities Commission (APUC)<br>Travel Per Diem<br>Members salaried at Range 26C for Juneau; exempt service.                                     |
| <b>Board:</b>   | 102 | Board of Veterinary Examiners<br>Travel Per Diem  |
| <b>Board:</b>   | 103 | Violent Crimes Compensation Board<br>Travel Per Diem<br>No additional compensation.   |
| <b>Board:</b>   | 104 | Governor's Council on Vocational and Career Education<br>Travel Per Diem  |
| <b>Board:</b>   | 105 | Water and Wastewater Works Advisory Board<br>Travel Per Diem<br>No additional compensation.   |
| <b>Board:</b>   | 106 | Water Resources Board<br>Travel Per Diem<br>No compensation.  |
| <b>Board:</b>   | 107 | Western Interstate Commission for Higher Education (WICHE)<br>Travel Per Diem<br>Members compensated for actual and necessary expenses.                       |
| <b>Board:</b>   | 109 | Wood-Tikchik State Park Management Council<br>Travel Per Diem   |
| → <b>Board:</b> | 110 | Alaska Workers' Compensation Board<br>Travel Per Diem<br>Members (except chair) also receive honorarium of \$50/day.  |
| <b>Board:</b>   | 186 | Youth Corps State Advisory Council<br>Travel Per Diem<br>Members serve without compensation.  |
| <b>Board:</b>   | 136 | Yukon River Salmon Negotiations AKA U.S.-Canada Yukon River Delegation AKA U.S.-Canada Salmon Treaty (Regional Board)<br>Travel Per Diem                      |

STATE COMMITTEE REPORT

*Frank*

DATE: 4/15/94

FURTHER: Finance

DATE TURNED INTO OFFICE: 4-29-94

CRA Committee considered HOUSE BILL NO. 427

"An Act relating to compensation for members of the Local Boundary Commission."

*+ repts it bhas plus*

and recommends:

- replace with \_\_\_\_\_ CS \_\_\_\_\_ ( )
- or  adopt previous \_\_\_\_\_ CS \_\_\_\_\_ ( )
- attaches amendment(s)

- same title
- new title
- technical title change (i-B only)

adopts \_\_\_\_\_ Letter of Intent

further referral to the \_\_\_\_\_

do pass

do not pass

no recommendation

individual recommendations

NEW FISCAL NOTES

Department	Date	Zero	Fiscal
DORA	2/15/94		14.8

PREVIOUS FISCAL NOTES

Department	Date	Zero	Fiscal

Appropriation No Fiscal Note

DO PASS:

OTHER RECOMMENDATIONS:

*(3) Admin Taylor*  
*(3) [Signature]*

*Bill Adams - No Rec*  
*(2) Steven A. Humanorice*

*(1) [Signature]*  
 Chair, Signature and Recommendation

**HB**

**430**

**HFIN**

**FILE**

# HOUSE COMMITTEE REPORT

(11)

Date Referred: April 5, 1994

FURTHER REFERRALS:

Date of Committee Action: \_\_\_\_\_

The FINANCE Committee considered:

HB 430

HOUSE BILL NO. 430

LICENSING REQUIREMENTS FOR DRIVERS

"An Act requiring certain applicants for a driver's license to take a driver training course."

RECOMMENDATIONS:

be replaced with (S HB 430 (FIN))  the same title  a new title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the \_\_\_\_\_ Committee

ADOPTS: \_\_\_\_\_ letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept)

APPROVES PREVIOUS: (Dept/Date)

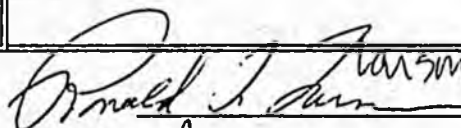
fiscal impact \_\_\_\_\_

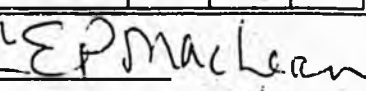
fiscal note(s) \_\_\_\_\_

zero fiscal note DPS

zero fiscal note(s) \_\_\_\_\_

SIGNING <u>DO PASS</u>	DP	<u>OTHER RECOMMENDATIONS</u>	DNP	NR	AM
		Eileen P. Maclean Maclean		X	
		Ronald J. Tamm Tamm		X	
Terry Martin Martin	✓	Mark Hanley Hanley		X	
		Sean P. Parnell Parnell		X	
		Ben Gussindaf Gussindaf	X		
		Mike Navarre Navarre		✓	
		Larry Brown Brown			✓
		Tom Thurnant Thurnant		X	

  
 CHAIRMAN'S SIGNATURE

  
 Maclean

**STATE OF ALASKA  
1994 LEGISLATIVE SESSION**

**BILL NO: CSHB 430(STA)**

Revision Date: \_\_\_\_\_ Dept. Affected: Public Safety  
 Title: An Act relating to provisional driver's BRU: Motor Vehicles  
licensing Component: Driver's Services  
 Sponsor: Representative Green  
 Requestor: H.STA COMPONENT SERIAL NO. 500

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

OPERATING	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	-0-	-0-	-0-	-0-	-0-	-0-
<b>CAPITAL</b>	-0-	-0-	-0-	-0-	-0-	-0-
<b>REVENUE FUND SOURCE:</b>	-0-	-0-	-0-	-0-	-0-	-0-

**FUNDING: (Thousands of Dollars)**

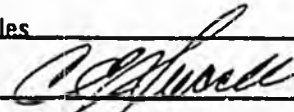
1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
<b>TOTAL</b>	-0-	-0-	-0-	-0-	-0-	-0-

Estimate of current year (FY 94) impact: \$ \_\_\_\_\_

**POSITIONS:**

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

**ANALYSIS: (Attach a separate page if necessary.)**  
 Federal grants will be applied for implementation of this program.

Prepared By: Juanita Hensley Phone: 465-2650  
 Division: Motor Vehicles Date: 03/31/94  
 Approved by Commissioner:  Date: 03/31/94  
 Agency: Richard L. Burton, Dept. of Public Safety

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8-LS1608E  
Ford  
4/7/94

*Called*

*amended  
P73*

CS FOR HOUSE BILL NO. 430( )

IN THE LEGISLATURE OF THE STATE OF ALASKA

EIGHTEENTH LEGISLATURE - SECOND SESSION

BY

Offered:  
Referred:

Sponsor(s): REPRESENTATIVES GREEN, Foster

A BILL

FOR AN ACT ENTITLED

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

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

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

4 (a) The department may not issue a driver's license to a person  
5 (1) who is under the age of 16 years, except that the department may  
6 issue a permit under AS 28.15.051 or a restricted license under AS 28.15.121; or  
7 (2) who is at least 16 years of age but not yet 21 years of age unless  
8 the person meets the requirements of AS 28.15.057.

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

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

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

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

9 Sec. 28.15.055. PROVISIONAL DRIVER'S LICENSE. (a) Upon application,  
10 the department may issue a provisional driver's license to a person who meets the  
11 requirements of (b) of this section and who is at least

12 (1) 16 years of age but not yet 18 years of age if the person has been  
13 licensed under an instruction permit issued under AS 28.15.051 or under the law of  
14 another state with substantially similar requirements, for at least six months; or

15 (2) 18 years of age but not yet 21 years of age.

16 (b) An applicant for a provisional license

17 (1) shall meet applicable requirements imposed under AS 28.15.081;

18 and

19 (2) in the six months before application, may not have been convicted  
20 of a traffic offense or involved in a motor vehicle accident in which the applicant was  
21 at fault.

22 Sec. 28.15.057. RESTRICTIONS ON DRIVER'S LICENSE ISSUED TO A  
23 PERSON UNDER 21. (a) Except as provided under AS 28.15.051 or 28.15.055, a  
24 person who is at least 16 years of age but not yet 18 years of age may not be issued  
25 a driver's license unless the person

26 (1) has been licensed under an instruction permit issued under  
27 AS 28.15.051 or under the law of another state with substantially similar requirements,  
28 for at least six months;

29 (2) has held a valid provisional driver's license issued under  
30 AS 28.15.055 or under the law of another state with substantially similar requirements,  
31 for at least one year; and

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(3) in the 12 months before application, has not been convicted of a traffic offense or involved in a motor vehicle accident in which the applicant was at fault.

(b) Except as provided under AS 28.15.055, a person who is at least 18 years of age but not yet 21 years of age may not be issued a driver's license unless the person

(1) has held a valid provisional license issued under AS 28.15.055 or under the law of another state with substantially similar requirements, for a period of at least one year; and

(2) in the 12 months before application has not been convicted of a traffic offense or been involved in a motor vehicle accident in which the applicant was at fault.

delete

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

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

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

1 during any 24-month period, except for a person licensed under an instruction  
2 permit or provisional license. A person licensed under an instruction permit or  
3 provisional license shall have the person's license suspended, revoked, or denied  
4 for an accumulation of six or more points as a result of offenses committed during  
5 any consecutive 12-month period.

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

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

12 \* Sec. 6. This Act takes effect January 1, 1995.

## Alaska State Legislature

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DISTRICT 10



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COMMITTEE

JUDICIARY COMMITTEE  
RESOURCES COMMITTEE  
INTERNATIONAL TRADE & TOURISM  
COMMITTEE

ECONOMIC TASK FORCE

**Representative Joe Green**

### Sponsor Statement

#### State Affairs CS for HB 430 "Licensing Requirements for Drivers"

The CS for HB 430 establishes new rules for young drivers. Due to the high incidence of accidents, injury and death among teenage drivers, many states, and other political jurisdictions, are changing the rules which grant teenagers the "license" to drive.

One strategy to reduce young driver accidents is the provisional licensing system. The proposed CS for HB 430 establishes a graduated system whereby a new, young driver must begin his/her progression to "driver-hood" with a learners permit, graduate to a restricted, provisional license, and then, if driving performance has been satisfactory during the provisional period, an unrestricted license is awarded.

Language in CSHB 430 establishes certain conditions during the provisional stage which include restrictions on nighttime driving, so that driving takes place in less dangerous circumstances. Currently, 12 states have laws which limit teenagers from operating motor vehicles during late evening or early morning hours. Studies in these states have shown that nighttime restrictions have significantly reduced accidents.

Finally, CSHB 430 is designed to allow the Department of Public Safety to take advantage of new federal legislation expected to become law this spring. The "High Risk Drivers Act of 1993" establishes monetary incentives for states that implement programs for young drivers. I believe that passage of CS HB 430, along with federal support, will help stop the teenage carnage on our highways.

TABLE 1

1992 ALASKA DRIVERS IN TRAFFIC CRASHES

Age Group	1992 Licensed Drivers	% of Licensed Drivers	1992 Crash Drivers	% Represented in Total Crashes
under 16	1	0.0%	61	0.2%
16-20	24,492	6.2%	3,545	12.9%
21-25	43,527	11.1%	3,466	12.7%
26-30	51,350	13.0%	3,236	11.8%
31-35	59,275	15.1%	3,453	12.6%
36-40	59,061	15.0%	3,155	11.5%
41-45	49,583	12.6%	2,491	9.1%
46-50	35,736	9.1%	1,700	6.2%
51-55	24,324	6.2%	1,084	4.0%
56-60	16,508	4.2%	707	2.6%
61-65	12,136	3.1%	499	1.8%
66-70	8,612	2.2%	373	1.4%
71 +	9,212	2.3%	455	1.7%
Unknown	5	0.0%	3,165	11.6%
=====	=====	=====	=====	=====
TOTALS	393,821	100.0%	27,390	100.0%

From AK DOT&PF & Public Safety

TABLE 2

ALASKA YOUTH CRASH STATISTICS - 1979 THRU 1992

Year	FATAL CRASHES			ALCOHOL RELATED			
	Total Crashes	Youth Crashes	Youth % Total Crashes	Total Alcohol Crashes	Youth Alcohol Crashes	Youth % of Total Alcohol Crashes	Alcohol % of Youth Crashes
1979	81	28	34.6%	45	19	42.2%	67.9%
1980	79	15	19.0%	43	7	16.3%	46.7%
1981	90	19	21.1%	50	17	34.0%	89.5%
1982	98	9	9.2%	54	9	16.7%	100%
1983	135	40	29.6%	53	13	24.5%	32.5%
1984	123	37	30.1%	61	14	23.0%	37.8%
1985	107	27	25.2%	58	12	20.7%	44.4%
1986	89	14	15.7%	49	5	10.2%	35.7%
1987	70	15	21.4%	40	6	15.0%	40.0%
1988	86	20	23.3%	49	6	12.2%	30.0%
1989	79	11	13.9%	44	7	15.9%	63.6%
1990	92	8	8.7%	47	3	6.4%	37.5%
1991	90	13	14.4%	45	7	15.6%	53.8%
1992	89	21	23.6%	50	9	18.0%	42.9%
TOTAL	1,308	277	21.2%	688	134	19.5%	48.4%

From AK DOT&PF & Public Safety

TABLE 3

ALASKA YOUTH CRASH DEATH STATISTICS - 1979 THRU 1992

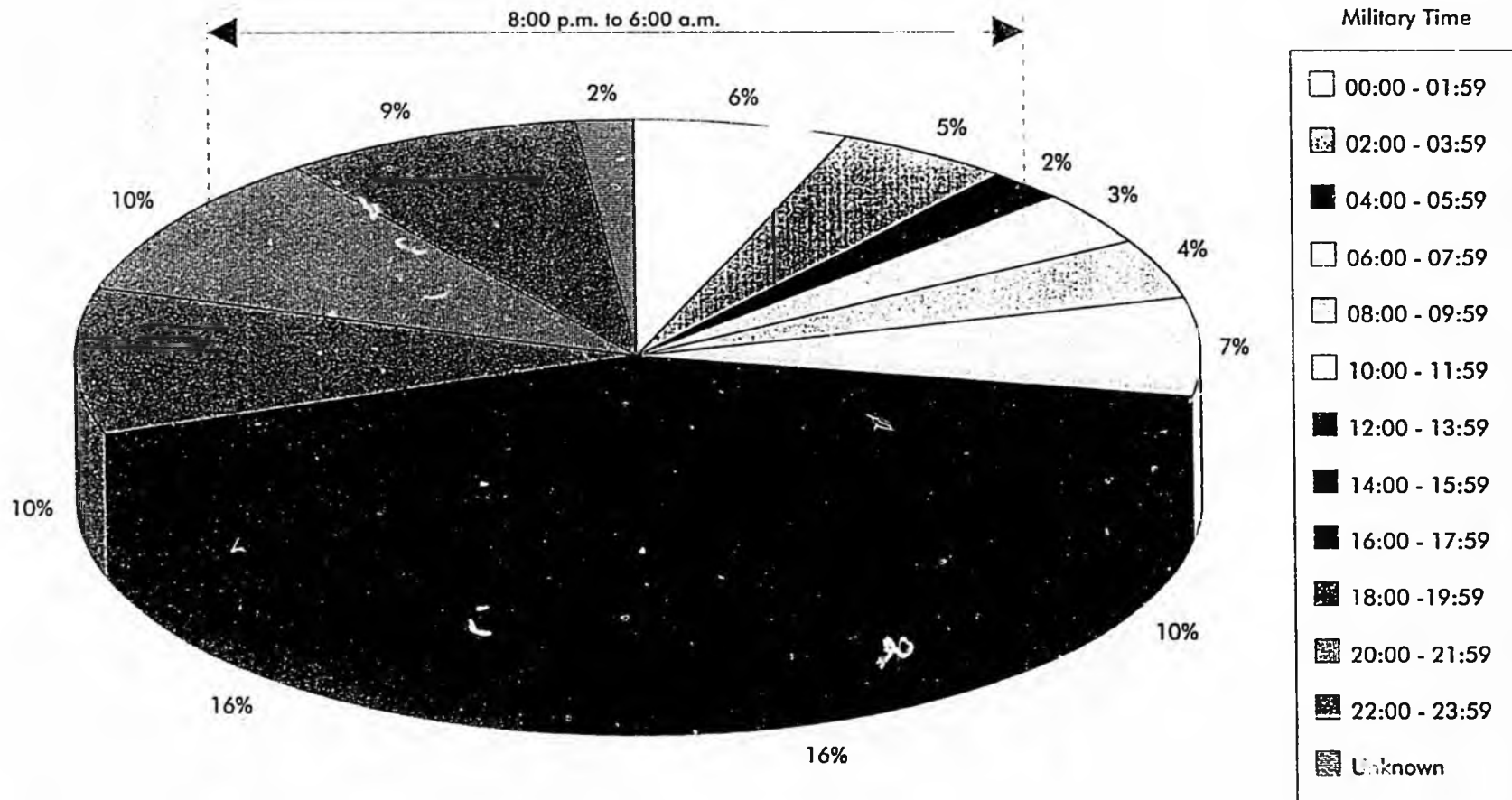
YOUTH DEATHS				ALCOHOL DEATHS			
Year	Total Deaths	Youth Deaths	% of Total Deaths	Total Alcohol Deaths	Youth Alcohol Deaths	Youth % of Total Alcohol Deaths	Alcohol % of Youth Deaths
1979	91	32	35.2%	69	23	33.3%	71.9%
1980	88	18	20.5%	64	8	12.5%	44.4%
1981	100	25	25.5	76	23	30.3%	92.0%
1982	107	9	8.4%	54	9	16.7%	100.0%
1983	150	45	30.0%	64	15	23.4%	33.3%
1984	137	37	27.0%	70	14	20.0%	37.8%
1985	127	30	23.6%	69	14	20.3%	46.7%
1986	101	14	13.9%	52	6	11.5%	42.9%
1987	76	17	22.4%	44	8	15.9%	41.2%
1988	97	22	22.7%	55	6	10.9%	27.3%
1989	84	12	14.3%	46	8	17.4%	66.7%
1990	98	8	8.2%	48	3	6.3%	37.5%
1991	101	16	15.8%	50	9	18.0%	56.3%
1992	108	25	23.1%	61	10	16.4%	40.0%
<b>TOTALS</b>	<b>1186</b>	<b>310</b>		<b>822</b>	<b>155</b>	<b>18.9%</b>	<b>50%</b>

From AK DOT&PF & Public Safety

### 1992 INJURY AND FATAL CRASH DRIVERS

CATEGORY: Drivers Age 16 - 20

TIME OF DAY: 2 Hr. Increments



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

**STATE OF ALASKA**  
**DEPT. OF HEALTH AND SOCIAL SERVICES**

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

**WALTER J. HICKEL, GOVERNOR**

P.O. BOX 110618  
JUNEAU, ALASKA 99811-0618  
PHONE: (907) 465-3027  
FAX: (907) 586-1877

March 18, 1994

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

Dear Juanita,

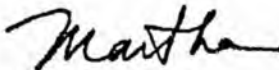
I have searched the Trauma Registry database for young adults, age 14-20, drivers of a passenger highway vehicle (not motorcycle, snowmachine, or ATV), hospitalized in Alaska for motor vehicle crash injuries.

There were 184 patients in this category. Based on the information I have, the average cost of hospitalization was \$ 25,984 per patient. Not included is physician fees and rehabilitation costs. Twenty-one (21) patients (11.4%) were discharged with a disability and 11 patients (6%) were discharged to a rehabilitation facility or nursing care facility.

This information covers a period from March, 1988 through December, 1993, but is not a statewide total for this period.

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

Sincerely,



Martha A. Moore  
Trauma Registry Coordinator

# Bill may pull teens off road

By DON KIRKMAN

Scripps Howard News Service

WASHINGTON — Congress is considering a \$100 million program that would make it tougher for teenagers to get driver's licenses and encourage the elderly to restrict their driving or give up their licenses.

Already passed by the Senate, legislation that imposes restraints on high-risk drivers was scrutinized Thursday by the House surface transportation subcommittee.

The bill's No. 1 target is teenagers, particularly those who drink and drive.

"The statistics are chilling," said Rep. Frank Wolf, D-Va., the bill's sponsor in the House. "Although teenagers comprise only 7 percent of all licensed drivers, they account for nearly 15 percent of all traffic fatalities."

Please see Back Page, DRIVING

## DRIVING: Tougher rules for teens

Continued from Page A-1

Approximately 8,000 people were killed by teen-age drivers last year, Wolf said, and one-quarter of those deaths were caused by teen-age drivers who were drunk or alcohol-impaired.

National Transportation Safety Board chairman Carl Vogt said one of the reasons teen-age drivers cause an unusually large number of highway deaths is that young people are easily impaired by small amounts of alcohol.

Drivers aged 16 to 20 who have small amounts of alcohol in their bloodstreams are six times more likely to cause fatal traffic accidents than adults, Vogt said.

Rep. Floyd Flake, D-N.Y., one of the bill's supporters, said researchers have determined that teen-age drivers whose blood alcohol level is 0.08 percent increase their chances of having a fatal accident 400-fold.

The legislation would provide \$100 million to state safety and licensing agen-

cies, beginning in 1995, if the states match the federal funds and carry out the program's initiatives.

To reduce high-risk teen-age driving, the legislation calls for states to implement a three-stage driver's license procedure.

The first stage would provide an "instructional" license that requires teen-age drivers to be accompanied by someone with an unrestricted license. Next, teenagers would receive a "provisional" license after a written examination and road test. An unrestricted license would be granted a year later if the teen-ager has no traffic tickets or chargeable accidents.

States also would be required to make it illegal for people under age 21 to drive if their blood alcohol content is at 0.02 percent or higher, establish minimum fines of \$500 for people convicted of selling alcohol to minors, and mandate a six-month driver's license suspension for anyone under age 21 convicted of drunken driving.

## Provisional Licensing for Teenagers

### MADD's Position

**M**ADD advocates that each state adopt laws providing that persons under 21 receive driver's licenses which are more restrictive than full licenses, under which violations would result in driver improvement actions and license revocation and civil sanctions in addition to any criminal sanctions and penalties.

### What is it?

The standard age for full adult licensing is 18. However, most states have provided for licensing teenagers at a considerably earlier age, in some farm states as early as 14 but more generally at age 16. Learners' permits may be available at age fifteen and a half. Provisional licensing provides special rules for those who apply for and receive licenses below the age of 18. These rules cover the period between the age an individual receives a license and age 18. During this period, young drivers may be limited to driving only in the daytime or early evening. There may be special conditions placed on these provisional licenses. If, for example, youth are guilty of a serious traffic offense, they will lose their provisional license until they reach age 18. The purpose of such provisional licensing is to ease the young driver into the adult driving population by limiting his or her exposure to more dangerous late-night driving and by providing special incentives to drive carefully during the period when a youthful driver is gaining the experience necessary to become a safe driver.

### What is needed?

#### Legislation

A law which requires at least six months driving with parent or adult on a learner's permit before provisional licensing.

A provisional licensing law which covers the period between ages 16 and 18 and provides:

- a. A requirement of six months of citation-free daytime driving before late-night solo driving is permitted.
- b. A limit of only one passenger in vehicle for the first twelve months unless an adult is present in the vehicle.
- c. A requirement that all passengers be safety-belted.
- d. License suspension to age 18 in the event of a DWI offense.

### What Can Be Done?

- Support legislation to establish a comprehensive provisional licensing system which requires these recommended limits and conditions.
- Work with local police and schools to publicized and enforce the provisional licensing system.

**MADD®**

## Provisional Licensing

Each year, 16- and 17-year-old drivers are involved in more than twice the average number of crashes per mile driven as are experienced adult drivers. These crashes occur most frequently between midnight and 5:00 a.m. Studies show that although only 2 percent of the miles driven by 16-year-olds occurs in these hours, 17 percent of their fatal crashes occurred in that five-hour period. Also, novice driving between 9:00 p.m. and 6:00 a.m. account for 16 percent of their miles driven, but 43 percent of their fatal crashes.<sup>1</sup> Driving inexperience is further compounded when alcohol consumption is also involved.

One way to reduce this disproportionate involvement is through the use of provisional licenses for novice drivers. The provisional license serves as a tool to "ease" young drivers into gaining driving experience on the road. With restrictions mandated under a provisional license, the novice driver would gradually gain driving skills through education, driving during lower-risk hours or with supervision.

When young drivers do not have the option to drive during the high-risk hours under high-risk conditions, their driving experience is gained during the lower-risk hours, with fewer deaths as a result.

MADD advocates the adoption of the following provisional licensing elements.

1. Nighttime restriction either as a phase/stage of the system or as a remedial action.
2. Parent-supervised basic driving practice and advanced sessions during high-risk hours.
3. Improved licensing and testing procedures tailored to the needs of young drivers.
4. Youth-oriented and prompt driver improvement action.

5. Mandatory safety belt usage by all occupants of motor vehicles while operated by a teenager.
6. .00 blood alcohol concentration (BAC) requirements for underage drivers.
7. Driver education, required learner's permit and a behind-the-wheel training period.
8. A license distinctive from regular driver's licenses.<sup>2</sup>

At the end of a predetermined period, the driving restrictions could be removed or extended depending upon the driver's crash or violation records.

Although no state has all the aspects of this model, provisional licensing programs are becoming more common as more states adopt restrictions for young drivers. For "hands on" training, most states require a learner's permit (often used in driver education classes). Several states have a .00 BAC tolerance for youth and six states have restrictions against nighttime driving.

The results from provisional licensing programs are encouraging. States which place certain restrictions on driver's licenses show a sharp decline in the number of crashes and fatal crashes. The states with curfews show significant reductions in fatal crashes involving 16-year-olds during restricted hours: Pennsylvania, 69 percent; New York, 62 percent; Maryland, 40 percent; and Louisiana, 25 percent. The states which have the earliest curfew hours show the greatest crash reduction totals.<sup>3</sup>

MADD advocates that all states adopt such measures as a means of further reducing youthful crash involvement.

1. National Highway Traffic Safety Administration. "Provisional Licensing or New Driver Entry System."

2. Ibid.

3. Insurance Institute for Highway Safety. *Teenage Drivers*, 1984.

**MADD®**

## Provisional Licensing for Teenagers

### What Is It?

The standard age for full-adult licensing is 18. However, most states have provided for licensing teenagers at a considerably earlier age, through learners' permits available at ages 14 - 16. Provisional licensing provides for special rules for those who apply for and receive licenses below the age of 18 for the time between the age they receive their license and age 18. During this period, young drivers may be limited to driving only in the daytime and may have a special restriction that if they are guilty of a serious traffic offense, they will lose their provisional license until age 18. The purpose of such restricted licenses is to ease the young driver into the adult driving population by limiting his or her exposure to the more dangerous nighttime driving and by providing a special incentive to drive carefully during the period when a youthful driver is gaining the experience necessary to become a safe driver.

### How Does It Work?

The American Association of Motor Vehicle Administrators has developed a program for easing young people into the driving population. They describe the goal of this program as follows:

"The purpose of this proposed improved driver entry system is to ease young novice drivers, under more controlled conditions, into the driving environment by increasing the amount of their behind-the-wheel driving practice and their exposure to progressively more difficult driving experiences. The program requires novice drivers to earn their full

Figure 6.1

driving privilege by demonstrating safe driving performance, and by being crash- and conviction-free for a minimum driving period."

The program provides for the three step process outlined in Figure 6.1 and includes the nine elements listed in Figure 6.2.

Licensing normally begins with the issuance of a learner's permit which, for states that provide an initial license at age 16, may be provided as early as age 15+. The learner's permit becomes the basis for on-the-road training which provides sufficient skill to pass the road test and move on to the second stage which is the issuance of a provisional license. Provisional licenses cover the period between age 16 and age 18 after which all states provide for full adult licensing (though special laws applicable to drivers under 21, such as a zero BAC limit, may apply).

### Step 1. Learner's Permit

The first step in this driver entry system is obtaining a learner's permit and using this privilege to begin to develop the essential skill and experience, which are required to drive safely. The young person should be protected as he or she learns to cope with traffic by being required to drive only with an adult over 21 years of age — preferably a parent and not, in any case, a slightly older friend who happens to have a license. This period of supervised practice should extend for at least six months. Some states permit a novice driver to receive a full driving permit as soon as they can pass the road test. Finally, any traffic citations received while on a learner's

Stages in the Licensing of Teenagers

Step 1	Learner's Permit Drive only with adult over 25 Must pass license test to go to step 2	15½ - 16	6 months minimum
Step 2a	Limited License With nighttime curfew Must have 6 months offense-free driving	16 - 18	6 months minimum
Step 2b	Limited License With special point limits	16 - 18	up to 2 years
Step 3	Full License Subject to under age 21 0.00 BAC limits	18 - 21	up to 3 years

**Provisional License****Measures Against Drink Driving****Youth Issues**

permit should result in an extension by six months in the waiting period for a provisional license.

**Step 2.****Provisional Licensing, Phase A**

Once the young person has driven under parental supervision for at least six months and passed the licensing examination, a provisional license, which allows the individual to drive alone, is issued but restrictions on driving are continued to limit the risks to which the novice driver will be exposed. Normally, these restrictions are phased out over the provisional licensing period.

**Elements of the AAMVA  
Provisional Licensing Program**

- 1 Provisional license system to facilitate implementation of a program designed to ease the novice driver into the mainstream of driving
- 2 Learner's permit required for a specified period
- 3 Parent/adult supervised basic driving practice, especially during high risk hours
- 4 Improved licensing and testing procedures tailored to the needs of young/novice drivers
- 5 Zero legal blood alcohol concentration (BAC) requirements for young drivers
- 6 Youth-oriented and prompt driver improvement actions
- 7 Mandatory safety belt usage by all occupants of a motor vehicle being operated by a teenager/novice driver
- 8 Demonstrated safe driving performance for a specified period
- 9 License distinctive from regular driver's license

Figure 6.2

Twelve states (New York, Louisiana, and Maryland are examples) provide for an initial period during which novice drivers are not permitted to drive during certain hours. Other states provide for early intervention with the novice driver who commits a serious traffic offense, such as DWI. The provisional licensing program in California, for example, requires that the potential novice driver complete additional parent-supervised driving practice with the learner permit prior to applying for a driver's license, and requires a longer waiting period after failing a written or on-the-road test for such a license before re-testing, and, finally, provides that

the department of motor vehicles can suspend the license on a lower point count for drivers under the age of 18.

**Step 2.****Provisional Licensing, Phase B**

Those states which provide for an initial nighttime restriction will normally have a second phase of the limited licensing period when the novice may drive twenty-four hours a day. However, limits are still placed on the license, empowering the state motor vehicle department to take action to require remedial training or to suspend the license at a lower point count than for adults. This second phase of the limited license lasts until the novice reaches age 18.

**Step 3. Full Licensing**

At age 18, the driver generally moves to Step 3, which is full-adult licensing with the feature, however, that, being under age 21, he or she is subject to a zero BAC limit (see the next issue). The process described in these three steps is intended first to stretch out the learning period for new drivers while protecting them from the worst risks on the road and, secondly, to separate learning to drink from learning to drive by use of the age 21 limit and associated underage zero BAC limit for DWI.

Aside from nighttime restrictions and earlier intervention with poor-record drivers, three elements that should be included in a provisional licensing system are parental supervision, a restriction on the number of passengers, and the requirement for safety belt use by both driver and passengers. The purpose of requiring a period of time when the novice drives with a parent, guardian or older driver in the car is to take advantage of the adult as an individual who can exercise discipline over the tendency of young drivers to take risks and can call to the novice driver's attention the risks he may be encountering without being aware of them. This type of supervision both reduces risk exposure and provides instruction on safe driving. Further, an extended period of driving with the parent may help condition good driving habits. It is important, therefore, not to shortcut the period of the learner's permit, when the parent is required to be in the car. In those states which prohibit nighttime driving for the first six months of provisional licensing, the parent can continue to supervise driving at night for a period of time before the novice qualifies for driving solo twenty-four hours a day.

**Youth Issues****Mothers Against Drunk Driving****Provisional License**

A restriction on the number of passengers in the vehicle as a condition of provisional licensing can be important in reducing the distractions which lead to crashes among young drivers who have not yet perfected their driving skills. Moreover, peers can often be a motivating factor in producing dangerous driving. A group of teenagers in the car may challenge the driver to take risks that would not occur if he or she were alone. Therefore, it is desirable for provisional licensing systems to include a limitation on the number of passengers in vehicles driven by those under 18. Finally, increased use of safety belts by youthful drivers would save many lives and injuries. Where a state does not make the driver responsible for safety belt wearing by all passengers in his or her vehicle, this requirement should at least be placed on the provisional licenses for drivers under age 18.

Thus the provisional license embodies limitations that fall between the learner's permit (where the young person can drive only when accompanied by a parent or an adult) and the full license privilege (which is only available at age 18). The concept behind provisional licensing is to ease the youthful driver into the traffic stream protecting him or her until there is an opportunity to build driving skill through on-the-road experience. Currently, only a few states have legislation providing this protection to young people. While, in theory, the administrator of the state motor vehicle department has authority to place some special restrictions on teenage drivers because of their relatively high risk of crash involvement, legislative action will normally be required to establish a provisional licensing program. The program developed by the AAMVA (1989) should be used as the basis for this legislation.

**Why is It Needed?**

Practice and experience are important in the development of any skill. It is particularly important where the activity involves significant risk to the participant. A perennial problem for highway safety has been the development of good systems for bringing young, unskilled individuals into the driving population safely. Teenage drivers lack skill, they lack experience, and they frequently lack judgment and take greater risks than adults. These limitations are ultimately overcome through maturation and driving experience. In the meantime, however, these youthful drivers remain at significantly higher risk per mile driven than adult drivers. States have attempted to ensure that teenagers applying for licen-

ses are adequately trained by providing for learners' permits which allow the individual to gain driving experience under the supervision of a parent or

**Drivers in Fatal Car Crashes  
Per 100 Million Miles,  
by Age, Sex and Times of Day**

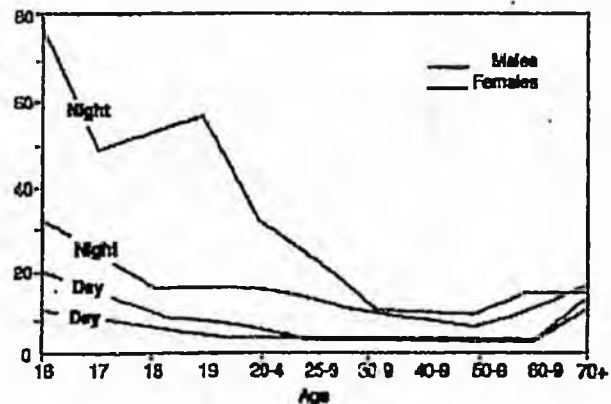


Figure 6.3 Source: IIHS, 1987

teacher, by providing for driver education in the schools, and, finally, by testing the novice driver before a license is issued. Unfortunately, the license tests are too brief and too simple to measure all the skills and knowledge required to drive safely on the roadways. Thus, each year millions of new teenage drivers enter the driving population without the skill and experience of the typical adult driver.

One method of reducing the hazard to teenagers is to increase the length of time during which they can receive training and gain experience in driving without full exposure to the hazards of normal vehicle operation. Prohibiting nighttime driving reduces the risk of death and injury while the young person is gaining experience, because teenagers are at much greater risk of death and injury at night. This is clearly illustrated by Figure 6.3 which shows the fatal car crash rate at night as compared to daytime driving as a function of age. As can be seen, 16-year-olds are at four times greater risk of involvement in a fatal crash at night than during the day. Thus, one way to protect these young drivers is to limit their driving at night until they have built up considerable experience driving during the day.

Young drivers tend to be risk takers, both because they are inexperienced judges of risk and simply because they are more risk-tolerant than adults. Provisional licenses are designed to control risk taking in three ways: (1) by allowing the motor vehicle department to intervene earlier with drivers who are caught speeding and taking other risks,

(2) by motivating the young person to maintain a clean record through the increased threat of license action, and (3) by increasing parental supervision of novice drivers by requiring the parent to approve the elimination of the driving curfew. All of these procedures are designed to help ease the novice driver safely into the traffic stream.

### **How Effective Is This Limited Licensing Procedure?**

A study by Preusser et al. of four of the twelve states which provide for curfews for novice drivers demonstrated that these laws were effective in reducing the nighttime crash involvement of teenagers. The results shown in Figure 6.4, were obtained despite the fact that over half of the teenagers subject to the curfew admitted to driving at night anyway and despite the fact that the same teenagers reported believing that the probability of being caught by the police was relatively low (Williams, Lund, and Preusser, 1983). These researchers noted that in the states surveyed (New York and Louisiana), the teenagers appeared to believe that the police do not enforce the curfew laws vigorously; it appeared most of the enforcement came from parents rather than police. The investigators suggest that while it may be unreasonable to expect that a curfew would completely eliminate crashes in the hours covered, such curfews could be more effective if the publicity given to the curfew were increased and if the police enforcement of existing curfew laws was strengthened. Thus, reductions even

greater than those shown in Figure 6.4 might be possible with better application of these laws in the states that have them. However, it is noteworthy that such significant reductions in crash rates were achieved despite this limitation in publicity and enforcement.

Hagge and Marsh (1988) have studied the impact of provisional licensing in California, which does not include a curfew law but does require an extended period of supervised driving by the parent, a longer waiting time if the driving test is failed, and a lower point count for triggering department of motor vehicle action. Their study indicated that provisional licensing prevented a 13% rise in fatal and injury crashes for 15- to 17-year olds which might otherwise have occurred. They estimated that the effect of provisional licensing on teenagers from 15 to 17 in California prevented 540 crashes per year. Thus there is good evidence that these limitations on novice driving can be effective in reducing the crash experience of this high risk group.

### **How Many States Have It?**

Figure 6.5 summarizes the licensing systems for novice drivers in the fifty states and the District of Columbia. As can be seen from the figure, only ten states have officially established provisional licensing programs though several more are in the process of developing such programs. Most states, however, have one or another of the special provisions for youthful drivers discussed in this section.

**Reductions in Crash Involvement  
During Curfew Hours**

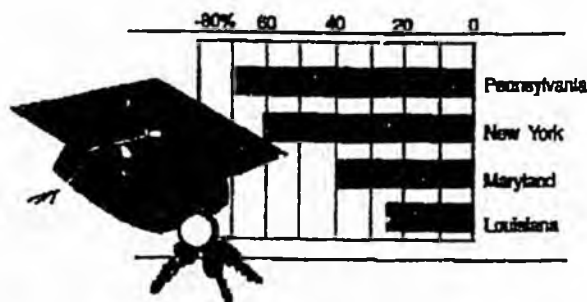


Figure 6.4

Provisional Driver Licensing Countermeasures: Status												
State	Learner Required	Prov. License	Night Restr.	Manual & Test	Parent Part.	Lower BAC	Model DI Prog.	Mandatory Safety Btl.	Minor License	Clean Record	Driver Ed. Req.	Parent Consent
Alabama												
Alaska	yes											yes
Arizona	yes					(.05)						yes
Arkansas	yes											
California	yes	yes		M	yes	(.05)	yes	yes	yes	yes	18	yes
Colorado	yes	yes							yes			yes
Connecticut	yes			M							18	yes
Delaware	yes								yes		18	yes
District of Columbia	yes											yes
Florida	yes		Considering Program						yes			yes
Georgia	yes								yes			yes
Hawaii	yes								yes			(20)
Idaho			daytime						yes			yes
Illinois	yes	yes	11-6	M	yes		yes		yes		18	yes
Indiana	yes	yes					yes		yes		18	yes
Iowa	yes		Considering Program				yes				18	yes
Kansas	yes								yes			(10)
Kentucky	yes											yes
Louisiana	yes		11-5						yes		17	(21)
Maine	yes					(.02)			yes		17	yes
Maryland	yes	yes	12-6	M	yes	(.02)			yes	yes	18	(21)
Massachusetts	yes		1-4		yes				yes		18	yes
Michigan	yes						yes				18	(21)
Minnesota	yes	yes					yes		yes		18	yes
Mississippi	yes								yes			(17)
Missouri	yes											
Montana			Considering Program						yes		16	yes
Nebraska												
Nevada								yes	yes			yes
New Hampshire			Considering Program								18	
New Jersey	yes		night	M								
New Mexico	yes					(.05)			yes		18	yes
New York	yes		9-5						yes		18	yes
North Carolina	yes					(.00)					18	yes
North Dakota												yes
Ohio	yes					(.02)			yes		18	yes
Oklahoma			New Law							yes		(10)
Oregon			Considering Program			(.00)			yes			yes
Pennsylvania	yes	yes	12-5						yes		18	yes
Rhode Island			Considering Program			(.04)			yes		18	yes
South Carolina			Considering Program			yes						(21)
South Dakota												yes
Tennessee												yes
Texas	yes								yes		16	yes
Utah	yes								yes		18	yes
Vermont	yes	yes			yes		yes		yes			yes
Virginia	yes										18	yes
Washington	yes							yes	yes		18	yes
West Virginia	yes	yes							yes		18	yes
Wisconsin	yes				yes	(.00)		yes			18	yes
Wyoming	yes						yes		yes			yes

Figure 6.5

(Continued on other side)

**To interpret the table, the following definitions are provided:**

**Learner's Permit Required** - A learner's permit is required of all new drivers prior to issuance of a provisional or regular driver's license. Such requirement can provide the applicant with supervised daytime driving experience and to develop basic behind-the-wheel skills.

**Provisional Driver's License** - A provisional or similar type driver's license issued to new young drivers prior to full licensure.

**Nighttime Restriction** - A nighttime restriction is applied to all new drivers (or age 15/16) to provide the applicant with a period of supervised driving practice during the hours of greatest hazard.

**Manual and Test** - State driver's license manual or supplemental manual (M) and the knowledge test (T) tailored for young/novice driver license applicants' needs.

**Parent Participation** - State has a program and materials which encourages the parent/guardian, may even be required, to provide supervised behind-the-wheel driving practice to their young/novice driver.

**Lower BAC** - State has established a lower BAC (less than 0.10) for drivers under the State's legal drinking age (age 21) which means loss of license for one year or until age 21, whichever is less.

**Model Driver Improvement Program** - State has a driver control program which provides for quicker intervention for young new novice drivers than the general driver population.

**Mandatory Safety Belt Use** - State law requires all occupants of a motor vehicle being driven by a provisional or other licensed driver to be wearing safety belts.

**Minor Driver License** - State minor (under age 21) driver's license different from adult to facilitate enforcement of drinking age laws.

**Clean Record** - Demonstrated period of safe driving performance prior to issuance of unrestricted or regular State's driver's license.

**Driver Education Required** - Successful completion of a driver education program required prior to issuance of regular State driver's license to young drivers under specified age.

**Parent Consent** - Parent/Guardian consent required prior to licensing an unemancipated minor under age 18; ages in parenthesis indicate a different age of majority for licensing purposes.

Source: An Improved Driver Entry System for Young Novice Drivers, NHTSA, (September 1989).

## Points Often Raised

**A. Why not let an individual with a learner's permit receive a license as soon as he or she can pass the written and road tests?**

Currently available written and road tests are not sufficiently rigorous to test for all of the skills and knowledge required to be a safe driver. The current test principally determines that the novice driver has enough skill to drive around the block. It does not demonstrate that he has the judgment to avoid crashes or the skill for handling driving emergencies.

**B. How long does it take for a young person to learn to drive an automobile?**

To learn basic skills to keep the vehicle on the roadway may require only a short time, but to learn the much more complex skills involved in assuring that the driver can watch out for other vehicles and take effective action to avoid crashes in emergencies requires considerably longer. It is difficult to separate the learning required to develop the specific skills of driving from the maturation and judgment which comes only from increasing age and experience while driving. The risk per mile driven is highest for the very youngest drivers and gradually declines as one ages up to about age 25. What seems clear is that provisional licensing is effective because it applies to those who are both young and inexperienced.

**C. Will not provisional licenses limit the employment opportunities of teenagers?**

Since provisional licenses permit solo driving during the daytime, they should not affect employment for most persons. Where the young person operates a company car at night, special provisions could be made for driving on the job. However, it should be kept in mind that employing novice drivers to drive at nighttime is an increased risk to both employer and employee.

**D. Many adults are poor drivers. Will requiring a parent in the car really help?**

Yes, even the relatively poor adult drivers have considerably more experience than the novice driver, and young people are much less likely to take risks with a parent or guardian in the car.

**E. Is it fair to impose heavier penalties on novice drivers who receive tickets than on adult drivers?**

Yes, it is fair and appropriate since the novice driver should be driving much more carefully than the experienced driver. A novice driver is less able to handle emergencies and should therefore be driving with particular care. Young people who speed or run traffic lights while learning to operate a vehicle and getting sufficient experience to operate it safely are likely to be involved in crashes.

Youth

Mothers Against Drunk Driving

Sample Testimony

## Provisional Licenses for Teenagers

*"Mr/Madam Chairperson, members of the comminee...Today we are here seeking support for SB ( ), advocating use of provisional or more restrictive licenses for young, beginning drivers."*

Mr. Chairman, each year, young novice drivers are involved in more than twice the average number of crashes per mile driven as experienced adult drivers. These crashes occur most frequently between midnight and 5:00 a.m. Studies show that although only 2 percent of the miles driven by 16-year-olds occurs in these hours, 17 percent of their fatal crashes occur in the five-hour period. Also, novice driving between 9:00 p.m. and 6:00 a.m. account for 16 percent of their miles driven, but 43 percent of their fatal crashes (according to the National Highway Traffic Safety Administration).

Because of these facts MADD supports the use of provisional licenses for novice drivers as a means of "easing" young drivers into on-the-road experience. The novice driver would gradually gain driving skills through education, driving during lower-risk hours or with supervision. The result will be a reduction in deaths and injuries among our vulnerable youth.

### **Conditions for a provisional license should include:**

- Nighttime restriction either as a phase/stage or as a remedial action.
- Parent-supervised basic driving practice and advanced sessions during high-risk hours.
- Improved licensing and testing procedures tailored to the needs of young drivers.
- Youth-oriented and prompt driver improvement action.
- Mandatory safety belt usage by all occupants of motor vehicles while operated by a teenager.
- .00 blood alcohol concentration (BAC) requirements for DWI offenses.
- Driver education, required learner's permit and a behind-the-wheel training period.
- A license that is distinctive from regular driver's license.

No one law will ever accomplish our ultimate goal of eliminating all deaths and injuries caused by drunk drivers. But, SB ( ) will address ways to help our young drivers, resulting in fewer deaths and injuries.

**MADD®**

# Young Driver Laws

Virtually all states impose special restrictions on teenagers' driving privileges and/or require driver education to get a license before age 18. For example, 9 states — Idaho, Illinois, Louisiana, Maryland, Massachusetts, New York, Pennsylvania, South Carolina, and South Dakota — prohibit teenagers younger than specified ages from driving during the high-risk nighttime and early morning hours. In Idaho, drivers younger than 16 years are restricted to daytime driving only. In Illinois, a driving curfew applies 11 pm-6 am Sun.-Thurs. and midnight-6 am Sat.-Sun.; in Louisiana, 11 pm-5 am (midnight-5 am Fri.-Sun.); in Maryland, midnight-5 am; in Massachusetts, 1-4 am; in New York, 9 pm-5 am; in Pennsylvania, midnight-5 am; in South Carolina, 6 pm-6 am (8 pm-6 am during daylight saving time); and in South Dakota, 8 pm-6 am for drivers younger than 16.

License suspension or another penalty may result from violations of blood alcohol concentration (BAC) thresholds that apply only to young drivers in 21 jurisdictions — Arizona, Arkansas, California, the District of Columbia, Georgia, Maine, Maryland, Minnesota, Nebraska, New Hampshire, New Jersey, New Mexico, North Carolina, Ohio, Oregon, Rhode Island, Tennessee, Texas, Utah, Vermont, and Wisconsin. However, only 13 of these special BAC laws apply to all drivers younger than 21 years. Plus, the BACs applicable to young drivers vary from state to state.

Most states also impose licensing penalties for violations of alcohol purchasing age laws (now 21 years old in all 50 states) and/or fraudulent use of a license to buy alcohol illegally. In 9 states — Arkansas, Florida, Kentucky, Louisiana, Ohio, Tennessee, Texas, Virginia, and West Virginia — people younger than 18 years must have completed or be enrolled in high school to get licenses. Differences among state laws covering young drivers are summarized below.

	Usual Licensing Age Learners/Regular	% BAC Limit for Young Drivers (Applicable Age) and Penalty for Violation	Licensing Penalty for DWI (Applies to 17 Yrs. & Younger Unless Noted)	Licensing Penalty for Purchasing Age or Other Alcohol Violations
Alabama	15/16	—	same as adult	—
Alaska	14/16	—	same as adult	3 mo. (younger than 17) 2 mo. (younger than 21)
Arizona	15 & 7 mo./16	0.00 (younger than 21) penalty: 3 mo. suspension	2 yrs.	2 yrs. (younger than 18) 6 mo. (younger than 21)
Arkansas	14/16	0.02 (younger than 21) penalty: 4 mo. suspension	1 yr. or until age 18 <sup>1</sup>	—
California	15/16	0.05 (younger than 18) penalty: alcohol program	1 yr. or until age 18 <sup>1</sup>	1 yr. (younger than 21)
Colorado	15 & 3 mo./16	—	1 yr. (younger than 21)	3 mo. (younger than 21)
Connecticut	none/16	—	1 yr. or until age 18 <sup>1</sup>	2 mo. (younger than 21)
Delaware	15 & 10 mo./16	—	2 yrs. or until age 18 <sup>1</sup> (younger than 21)	1 mo. (younger than 21)

*State Law Facts 1993*

Published by the Insurance Institute for Highway Safety

	Usual Licensing Age Learners/Regular	% BAC Limit for Young Drivers (Applicable Age) and Penalty for Violation	Licensing Penalty for DWI (Applies to 17 Yrs. & Younger Unless Noted)	Licensing Penalty for Purchasing Age or Other Alcohol Violations
Dist. of Columbia	16/16	0.00 (younger than 21) penalty: 6 mo. suspension	same as adult	3 mo. (younger than 21)
Florida	15/16	—	same as adult	1 yr. (younger than 18)
Georgia	15/16	0.06 (younger than 18) penalty: 1 yr. suspension	same as adult	4 mo. (younger than 21)
Hawaii	15/15	—	3 mo. or until age 18 <sup>1</sup>	—
Idaho	15/15	—	adult+1 yr. or until age 18 <sup>1</sup>	1 yr. (younger than 18)
Illinois	15/16	—	1 yr. (younger than 21)	—
Indiana	15/16 & 1 mo.	—	same as adult	1 yr. (younger than 21)
Iowa	14/16	—	6 mo. or until age 18 <sup>1</sup>	6 mo. (younger than 21)
Kansas	14/16	—	same as adult	1 yr. (younger than 18)
Kentucky	16/16	—	3 mo. or until age 18 <sup>1</sup>	6 mo. (younger than 21)
Louisiana	16/16	—	1 yr. or until age 17 <sup>1</sup> (younger than 19)	1 yr. or until age 17 <sup>1</sup> (younger than 19) 3 mo. (younger than 21)
Maine	15/16	0.02 (younger than 21) penalty: 1 yr. suspension	1 yr. (younger than 21)	1 mo. (younger than 21) <sup>1</sup>
Maryland	15 & 9 mo./16	0.02 (younger than 21) penalty: 1 yr. suspension	same as adult	6 mo. (younger than 18)
Massachusetts	16/16 & 6 mo.	—	6 mo. (younger than 21)	3 mo. (younger than 21)
Michigan	15/16	—	same as adult	3 mo. (younger than 21)
Minnesota	15/16	0.00 (younger than 21) penalty: 1 mo. suspension	6 mo. (younger than 21)	3 mo. (younger than 21)
Mississippi	15/15	—	same as adult	—
Missouri	15 & 6 mo./16	—	3 mo. (younger than 21)	3 mo. (younger than 21)
Montana	14 & 6 mo./15	—	same as adult	3 mo. (younger than 21)
Nebraska	15/16	0.02 (younger than 21) penalty: 1 mo. suspension effective Jan. 1994	same as adult	—
Nevada	15 & 6 mo./16	—	same as adult	6 mo. (younger than 18)
New Hampshire	15 & 6 mo./16	0.04 (younger than 21) penalty: 6 mo. suspension	same as adult	1 yr. (younger than 18)
New Jersey	17/17	0.01 (younger than 21) penalty: 3 mo. suspension	same as adult	6 mo. (younger than 21)
New Mexico	15/15	0.05 (younger than 18) <sup>3</sup> penalty: 6 mo. suspension	same as adult	3 mo. (younger than 21)

	Usual Licensing Age Learners/Regular	% BAC Limit for Young Drivers (Applicable Age) and Penalty for Violation	Licensing Penalty for DWI (Applies to 17 Yrs. & Younger Unless Noted)	Licensing Penalty for Purchasing Age or Other Alcohol Violations
New York	16/16	—	1 yr. (younger than 21)	3 mo. (younger than 21)
North Carolina	15/16	0.00 (younger than 18) penalty: 1-1/2 mo. sus- pension or until age 18 <sup>1</sup>	same as adult	1 yr. (younger than 21)
North Dakota	14/16	—	same as adult	—
Ohio	16/16	0.02 (younger than 18) penalty: 2 mo. suspension or until age 18 <sup>1</sup>	until age 18	1 yr. (younger than 21)
Oklahoma	15 & 6 mo./16	—	6 mo. or until age 18	6 mo. or until age 18 (younger than 18)
Oregon	15/16	0.00 (younger than 21) penalty: 1 yr. suspension	same as adult	1 yr. or until age 17 <sup>1</sup> (younger than 18) 1 yr. (younger than 21)
Pennsylvania	16/16	—	6 mo.	3 mo. (younger than 21)
Rhode Island	16/16	0.04 (younger than 21) penalty: 12 mo. suspension (younger than 18) or 3 mo. suspension (age 18-21)	18 mo.	3 mo. (younger than 21)
South Carolina	15/15	—	same as adult	3 mo. (younger than 21)
South Dakota	14/14	—	same as adult	1 mo. (younger than 21) 3 mo. (driver younger than 21)
Tennessee	15/16	0.02 (younger than 21) penalty: 1 yr. suspension	same as adult	1 yr. (younger than 21)
Texas	15/16	0.07 (younger than 21) penalty: 1 yr. suspension	1 yr. (younger than 21)	1 yr. (younger than 21)
Utah	16/16	0.00 (younger than 21) penalty: 3 mo. suspension	3 mo. (younger than 21)	6 mo. or until age 17 <sup>1</sup> (younger than 18)
Vermont	15/16	0.02 (younger than 18) penalty: until DWI pro- gram is completed	same as adult	—
Virginia	15 & 8 mo./16	—	1 yr. or until age 17 <sup>1</sup>	1 yr. or until age 17 <sup>1</sup> (younger than 18)
Washington	15 & 6 mo./16	—	3 mo. or until age 19 <sup>1</sup> (younger than 19)	1 yr. or until age 17 <sup>1</sup> (younger than 18)
West Virginia	15/16	—	6 mo. or until age 21 <sup>1</sup> (younger than 21)	—
Wisconsin	15 & 6 mo./16	0.00 (younger than 19) penalty: 3 mo. suspension	same as adult	3 mo. (younger than 21)

<sup>1</sup>License suspensions last for the length of time specified or until the specified age, whichever is longer, except in Idaho and Ohio. In Idaho, the suspension period is the length of an adult suspension for DWI (6 months) plus one year or until age 18, whichever is longer. In Ohio, the suspension period is for 2 months or until age 18, whichever is shorter.

<sup>2</sup>Licensing penalty in Maine becomes effective in Oct. 1993.

<sup>3</sup>BAC limit for young drivers in New Mexico will change to 0.02 for drivers younger than 21 years on Jan. 1, 1994.

# Teenagers

*As both drivers and passengers, teenagers are disproportionately involved in motor vehicle crashes, compared with people of other ages. Even though they drive less than older people (except those 70 and older), teenagers have very high numbers of motor vehicle crashes and crash deaths. This edition of Fatality Facts addresses the problem.*

- 5,213 teenagers (13-19 year olds) died from motor vehicle crash injuries in 1992. This represents a 9 percent decline since 1991, with male teenagers accounting for more of the decline than females.
- Forty-two percent of the teenage motor vehicle crash deaths in 1992 (2,199) were drivers of passenger vehicles (cars, pickups, cargo and large passenger vans, and utility vehicles). The death rate for male teenage drivers (13 per 100,000 people) exceeded the rate for females (5).
- Passenger vehicle occupants comprise most (82 percent) teenage motor vehicle deaths. An additional 7 percent are pedestrians, 5 percent are motorcyclists, 2 percent are bicyclists, and 3 percent are occupants of other vehicles.
- Teenagers comprised 9 percent of the U.S. population in 1992 and 13 percent of all motor vehicle deaths.
- Teenage motor vehicle deaths involve mostly people of driving age (16-19), but 19 percent involve 13-15 year olds.
- Thirty percent of the deaths of 16-19 year olds from all causes in 1990 occurred from motor vehicle crash injuries. These injuries comprised 39 percent of the deaths of females 16-19 years old.
- More than twice as many male teenagers as female teenagers are killed in motor vehicle crashes.
- From teenagers in the 13-15-year-old age group to those in the 16-19 group, the increase in motor vehicle deaths per 100,000 people is more than twofold for both males and females.

## Teenage Motor Vehicle Deaths

	Male	Female	Total*
1982	5,354	1,969	7,323
1983	4,850	1,955	6,805
1984	4,947	2,005	6,952
1985	4,715	2,022	6,737
1986	5,280	2,182	7,466
1987	5,107	2,186	7,293
1988	5,036	2,204	7,242
1989	4,528	2,158	6,688
1990	4,420	1,944	6,364
1991	3,891	1,867	5,760
1992	3,493	1,713	5,213

\*Total includes sex unknowns.

## Teenage Motor Vehicle Deaths, 1992

Age	Deaths
13	210
14	286
15	496
16	901
17	1,004
18	1,167
19	1,149
Total	5,213

*Fatality Facts 1993*

*Published by the Insurance Institute for Highway Safety*

More than twice as many male teenagers as female teenagers are killed in motor vehicle crashes.

**Teenage Motor Vehicle Deaths by Type, 1992**

Age	Passenger Vehicles*	Motor-cyclists	Pedestrians	Bicyclists	Other-Unk*
13	113	2	48	30	17
14	200	8	29	29	20
15	381	17	49	23	26
16	778	23	66	16	18
17	873	48	53	10	20
18	998	75	73	-	14
19	956	102	58	11	22
Total	4,299	275	376	126	137

\*Column includes sex and seating positions unknown.

**Passenger Vehicle Deaths by Age, Sex, and Seating Position, 1992**

Age	Drivers			Passengers		
	Male	Female	Total*	Male	Female	Total*
13	2	2	4	64	39	103
14	25	4	29	78	84	164
15	51	18	69	153	149	302
16	268	131	399	205	158	364
17	336	165	501	194	169	363
18	447	174	621	208	151	359
19	442	138	580	232	133	365
Total	1,571	652	2,223	1,134	883	2,017

\*Totals include sex unknowns

**Distribution of Teenage Motor Vehicle Deaths by Time of Day, 1992**

	Percent
Midnight - 3 am	17
3 am - 6 am	8
6 am - 9 am	8
9 am - Noon	6
Noon - 3 pm	10
3 pm - 6 pm	14
6 pm - 9 pm	17
9 pm - Midnight	21

**Distribution of Teenage Motor Vehicle Deaths by Day of Week, 1992**

	Percent
Sunday	10
Monday	10
Tuesday	10
Wednesday	11
Thursday	12
Friday	17
Saturday	22

**Percent of Fatally Injured Drivers with BACs ≥ 0.10 Percent, 1992**

Age	Male	Female
13-15	10	11
16-17	21	1
18-19	32	20
20-24	49	29
25-34	56	37
35-54	47	25
55+	17	-

**Percent of Fatally Injured Passenger Vehicle Drivers with BACs ≥ 0.10 Percent**

	Driver Age		
	16-20	21-30	>30
1982	48	62	44
1983	45	60	42
1984	40	56	39
1985	35	54	38
1986	35	53	35
1987	29	54	37
1988	31	55	36
1989	31	52	35
1990	31	52	35
1991	32	52	35
1992	27	49	35

About half of all teenage motor vehicle deaths occur between 9 pm and 6 am.

**Driver Deaths per 100,000 People, 1992**

Age	Male	Female
0-12	<1	<1
13	<1	<1
14	1	<1
15	3	1
16	16	8
17	19	10
18	26	11
19	24	8
20-24	23	8
25-29	17	6
30-64	12	5
65-74	14	5
75+	23	6

**Passenger Deaths per 100,000 People, 1992**

Age	Male	Female
0-12	3	2
13	4	2
14	5	5
15	9	9
16	12	10
17	11	10
18	13	9
19	13	8
20-24	10	5
25-29	5	3
30-64	2	2
65-74	3	4
75+	5	7

- Male 18-year-old drivers of passenger vehicles have higher death rates than any other group -- 26 per 100,000 people, or more than twice the rate for males 30-64 years old.
- In 1992, 2,073 teenagers died as passengers in cars, pickups, cargo and large passenger vans, and utility vehicles. The death rate for male teenage passengers (9 per 100,000 people) exceeded the rate for females (8).
- The passenger death rate for females peaks at age 16-17 (10 per 100,000). For males, the death rate peaks at age 18-19 (13 per 100,000). After the teenage years, passenger deaths begin decreasing dramatically.
- Nineteen percent of all passengers who die in motor vehicle crashes do so when a teenager is driving. Most teenage passenger deaths (63 percent) occur in crashes in which another teenager is driving.
- More than half (58 percent) of all teenage motor vehicle deaths occur on weekends (Friday, Saturday, and Sunday).
- About half of all teenage motor vehicle deaths occur between 9 pm and 6 am.
- Male drivers 16-19 years old were involved in 30 nighttime fatal crashes per 100 million miles traveled in 1990 — about 4 times the rate for men 30-54 years old.<sup>1</sup>
- Female drivers 16-19 years old were involved in 13 nighttime fatal crashes per 100 million miles traveled in 1990 — about 3 times the rate for female drivers 30-54 years old.<sup>1</sup>
- Teenage drivers with blood alcohol concentrations of 0.05-0.10 percent are far more likely than sober teenage drivers to be killed in single-vehicle crashes — 18 times more likely for males, 54 times more likely for females. Drivers who are at least 25 years old and have similar blood alcohol concentrations are 9 (males) to 25 (females) times more likely to be killed in single-vehicle crashes, compared with sober drivers.<sup>2</sup>
- Teenage bicyclists comprised 18 percent of all the bicyclist deaths that occurred in 1992.
- Motorcyclist deaths begin rising during the teenage years. Teenagers comprise 12 percent of all motorcyclist deaths.

Motorcyclist deaths  
begin rising during  
the teenage years.

**Motor Vehicle Deaths  
as a Percent of All  
Deaths, 1990**

Age	Male	Female
0-4	2	2
5-9	22	20
10-12	24	20
13-15	25	27
16-17	30	43
18-19	26	35
20-24	25	27
25-34	14	13
35-54	5	4
55+	1	<1

**Distribution of Teenage  
Motor Vehicle Deaths  
by Month, 1992**

	Percent
January	7
February	6
March	7
April	7
May	9
June	10
July	10
August	10
September	9
October	9
November	9
December	8

**Percent of Teenage  
Deaths Occurring at  
Night (9 pm - 6 am), 1992**

Age	Male	Female
13-15	31	36
16-17	47	39
18-19	55	40

THE INFORMATION IN THIS FACT SHEET IS BASED LARGELY ON ANALYSIS OF DATA FROM THE U.S. DEPARTMENT OF TRANSPORTATION'S FATAL ACCIDENT REPORTING SYSTEM. FOR FURTHER INFORMATION, SEE THE FOLLOWING REPORTS:

Massie, D.L. and Campbell K.L. 1993. Analysis of accident rates by age, gender, and time of day based on the 1990 Nationwide Personal Transportation Survey (UMTRI-93-7). Ann Arbor: University of Michigan Transportation Research Institute.

Zador, P. 1991. Alcohol-related relative risk of fatal driver injuries in relation to driver age and sex. *Journal of Studies on Alcohol* 52:302-10.

**INSURANCE  
INSTITUTE  
FOR  
HIGHWAY  
SAFETY**

July 1993, Editor Anne Fleming  
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The Insurance Institute for Highway Safety is an independent, nonprofit public service organization that develops and evaluates ways to reduce motor vehicle losses. The Institute's work is wholly supported by the nation's property and casualty insurers, individually and through their trade associations.

# STATUS INSURANCE INSTITUTE FOR HIGHWAY SAFETY REPORT

Vol. 29, No. 4

March 19, 1994



## Slower Graduation to Full Licensing Means Fewer Teenage Deaths

It's easy to get a license to drive in the United States. It's inexpensive, and licensing exams aren't hard to pass. As long as you're at least 16 years old — 15 in some states — you can take to the road with essentially full privileges. In many states, the only other hurdle is passing approved driver training.

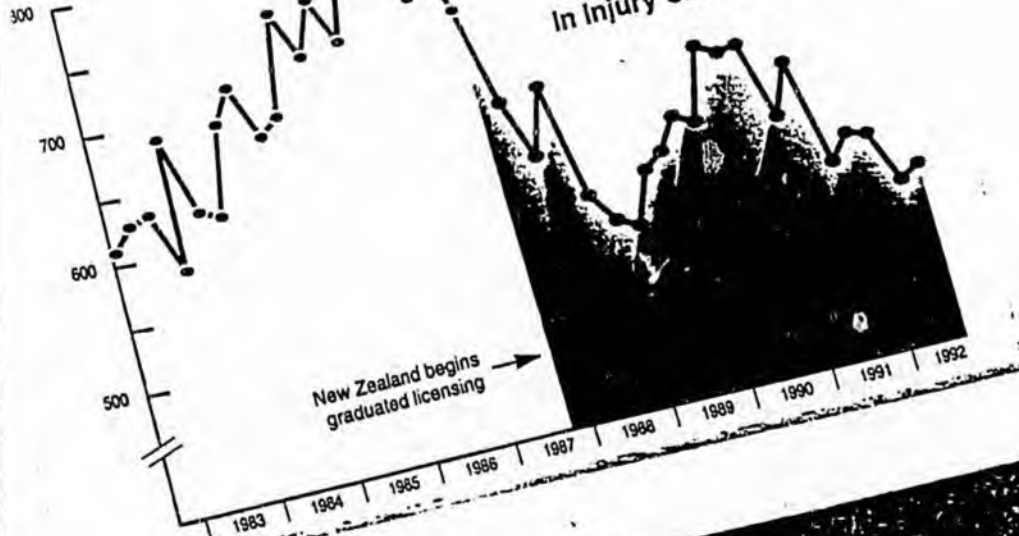
It's somewhat harder to get a license in most European countries, where teenagers have to be 17 or 18 before driving legally. But even where licensing ages are higher than in the United States and requirements are tougher, young drivers are still immature and lack on-the-road experience.

The result is that young drivers in every motorized country constitute a major highway safety problem. They're disproportionately involved in crashes compared with older people. In 1992, teenagers comprised 9 percent of the U.S. population and 13 percent of all motor vehicle deaths. Crash injuries are the leading health problem among 16-19 year olds. They account for about 40 percent of all deaths in this group.

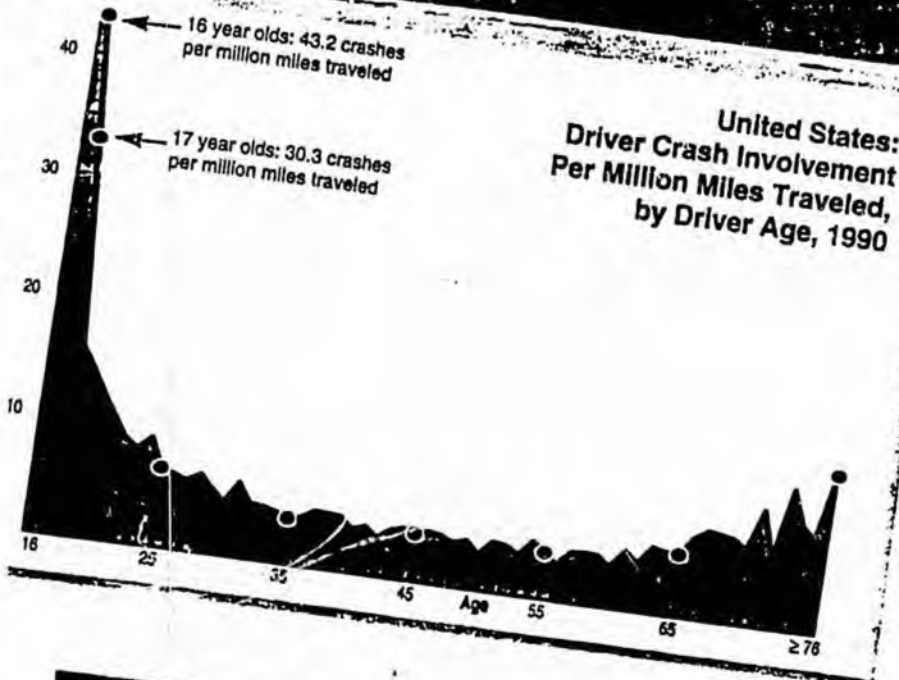
"If society is serious about reducing the young driver problem, it must bite the bullet and modify teenagers' driving through graduated licensing," says Institute Senior Vice President Allan F. Williams. "There's no substitute for on-the-road experience. But restricting the time and manner of driving in stages allows beginning drivers to acquire that experience in lower-risk settings before getting a regular, unrestricted license."

**How Graduated Licensing Works:** The idea is to help beginners learn to drive step by step by controlling their progression toward full driving privileges. Restrictions are lifted gradually and systematically until a

**New Zealand:  
Passenger Car Drivers  
15-19 Years Old Involved  
in Injury Crashes, 1982-92**



**United States:  
Driver Crash Involvement  
Per Million Miles Traveled,  
by Driver Age, 1990**



Crash involvement among 15-19 year olds went down when New Zealand began graduated licensing (top). In the United States (above), 16-19 year olds had the highest crash rate in 1990 — 20.1 per million miles traveled compared with 5.3 per million for all other ages. Sixteen and 17 year olds had by far the highest rates. Rates for drivers 76 and older were higher than average but much lower than those for teenagers.

driver "graduates" to an unrestricted license. This helps two ways. It ensures that new drivers accumulate behind-the-wheel experience in low-risk settings. It also means drivers are older and maybe more mature by the time they get their regular licenses.

Graduated licensing has already reduced crash deaths and injuries in New Zealand,

where it has been in effect since 1987. In Ontario, Canada, graduated licensing will take effect next month and is under active consideration in several other provinces.

In the United States, the National Highway Traffic Safety Administration has budgeted \$1.2 million over the next two years in incentive grants for states that implement

and evaluate graduated licensing programs. This isn't the first time the agency has endorsed the plan. During the mid-1970s, it developed a model system that was never fully implemented by any state. California and Maryland did adopt weakened versions, and both experienced modest reductions in crash involvement among young drivers.

**Some Progress but Teens Still at Risk:** The young driver problem has improved in recent years. For example, the greatest gains against alcohol-impaired driving during the 1980s were among 16-20 year olds. (See *Status Report*, Vol. 28, No. 13, Nov. 27, 1993.) Still, crash rates among this group remain a lot higher than those of other age groups including the elderly.

Immaturity and lack of driving experience are considered the main reasons for young drivers' high crash rates. The immaturity associated with youth is manifested in risky practices like speeding, following too closely, accelerating rapidly, and maneuvering in a variety of aggressive ways that heighten the likelihood of a crash.

So why not just raise the licensing age? In most of the United States, the minimum age for regular licensure is 16. In some states it's 15, and several states allow restricted licenses at 14 or 15. New Jersey prohibits regular licensure before age 17, and research shows this policy has substantially reduced the combined crash involvement of 16 and 17 year olds, compared with involvement in neighboring states that allow licenses at 16. (See *Status Report*, Vol. 19, No. 1, Jan. 10, 1984.)

Though it's safer to delay licensure until teenagers are older, Williams notes that "it can be difficult, politically, to restrict young people's mobility in the interest of safety." He also points out that raising the licensing age alone doesn't address the need for new drivers to gain on-the-road experience.

"Drivers with some experience have a lower crash risk than drivers who are new to the road," says Herb M. Simpson, executive director of the Traffic Injury Research Foundation of Canada. "Graduated licensing recognizes that the way we license people now isn't the best way. What we do is give them a vision test, a knowledge test, and ask them to drive around the block. Then

we say, 'Here are the keys, go out and drive on a freeway in a snowstorm at night with a car full of people.' And the result is predictable. We've basically created the situation of high risk of a collision." A longtime proponent of graduated licensing, Simpson adds that it "represents an opportunity to try and control some of the risks faced by new drivers without necessarily impinging or infringing on their mobility needs."

**How Programs Compare:** In the United States, there aren't any full-fledged graduated licensing systems, but all states provide for learning periods prior to licensure during which driving must be supervised. Many states grant new drivers probationary or provisional licenses for set time periods.

Simpson describes these two approaches as different from graduated licensing. Probationary license holders are typically allowed full driving privileges except that, during probation, actions like suspension can be imposed more quickly and after fewer violations. Probationary systems use the threat of punishment to encourage people to drive with care, but they do nothing to help new drivers acquire on-the-road experience.

Provisional licensing, Simpson explains, imposes some restrictions on young drivers, usually coupled with the same kinds of penalties associated with probationary systems. Restrictions are lifted after a specified time, in full and all at once, at which point a regular, unrestricted license is granted.

Graduated licensing is different in that drivers progress through a multistage licensing process that's equivalent to receiving a learner's permit, then a provisional or restricted license, and finally a regular license. Although specific driving restrictions may vary among graduated systems, a ban on nighttime driving is an essential feature. Keeping young beginners off the road during the high-risk late-night hours forces them to gain more of their early driving experience during daylight, when increased visibility makes driving less demanding.

Other restrictions apply with graduated licensing. One is a zero or near-zero blood alcohol concentration (BAC) requirement. Beginners must practice driving for a specified time under the supervision of a parent

or adult licensed driver and may be barred from major roads. Sometimes limits are imposed on the number of passengers a beginner may transport because of research showing the majority of teenage passenger deaths occurs in cars driven by other teenagers.

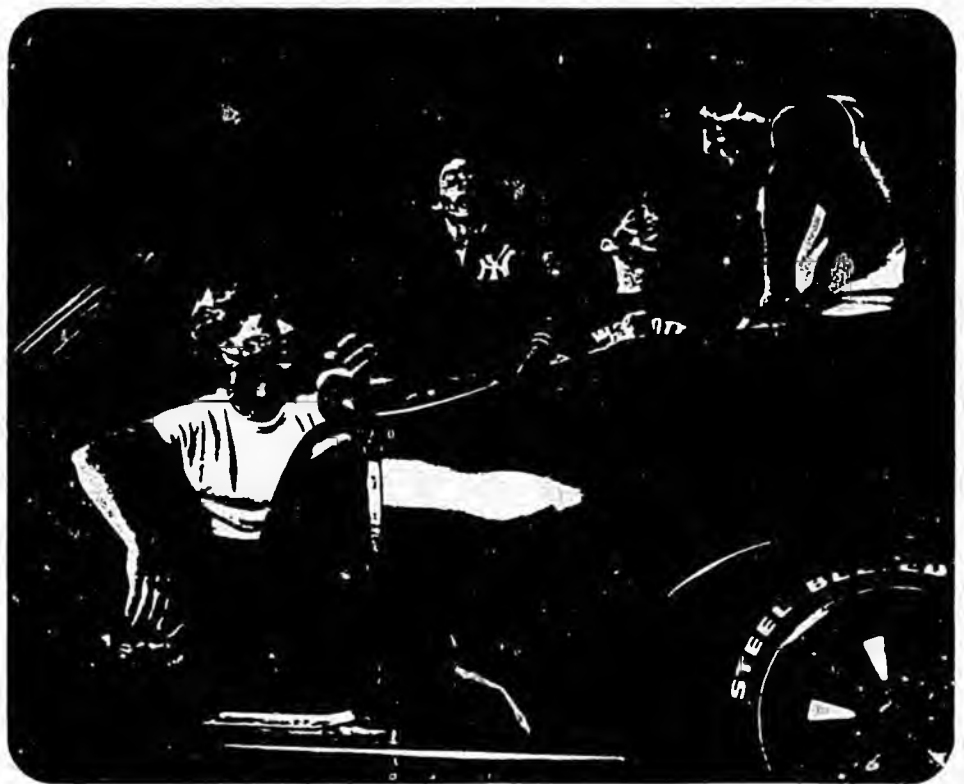
During restricted periods, penalties are usually more severe than those imposed on regular license holders and may trigger special driver improvement actions. Restrictions are lengthened for traffic violations and may sometimes be shortened by completing driver training. In any case, restrictions are lifted gradually as drivers gain experience and pass advanced driving tests.

**New Zealand's Experience:** Graduated licensing has been in effect in New Zealand since 1987 and has reduced crash rates among affected ages. The reduction is particularly noticeable among 15-19 year olds.

BAC of 0.03 percent, compared with 0.08 percent for unrestricted drivers. There's a ban on passengers in vehicles operated by restricted drivers unless they're accompanied by a front-seat passenger who's older than 20 and has had an unrestricted license for more than two years.

**Startup in Canada:** Beginning next month, it will take all new drivers in Ontario a minimum of 20 months to get an unrestricted license, regardless of age. Applicants who are at least 16 years old can practice driving when accompanied by someone with a full license and four years of experience. New drivers must adhere to a zero BAC rule, and they're barred from driving between midnight and 5 a.m. and on multilane, controlled access freeways.

After 12 months (8 with approved driver training) and successful completion of a



The New Zealand plan applies to all new drivers younger than 25. A learner's permit may be obtained at age 15 and then, after at least six months of supervised practice, drivers who pass a road test get an 18-month restricted license (9-month with approved training). Restrictions include a driving curfew from 10 p.m. to 5 a.m. and a maximum

road test, new drivers may progress to the second level — another 12 months when they may drive unsupervised but the zero BAC rule remains in effect. At the end of this second stage, drivers who pass an advanced road test qualify for an unrestricted license.

"It's time to try a similar program in the United States," Williams concludes.

(7) Date Referred: February 2, 1994 FURTHER REFERRALS: Finance

Date of Committee Action: 3-31-94

The STATE AFFAIRS Committee considered: HB 430

HOUSE BILL NO. 430 LICENSING REQUIREMENTS FOR DRIVERS

"An Act requiring certain applicants for a driver's license to take a driver training course."

- RECOMMENDATIONS: [ ] the same title be replaced with [ ] a new title [ ] have attached amendments(s) [ ] do pass [ ] do not pass [x] no recommendations [ ] individual recommendations [ ] additional referral to the \_\_\_\_\_ Committee

ADOPTS: \_\_\_\_\_ letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept) APPROVES PREVIOUS: (Dept/Date) [ ] fiscal impact [ ] fiscal note(s) [x] zero fiscal note Public Safety [ ] zero fiscal note(s)

Table with columns: SIGNING DO PASS, DP, OTHER RECOMMENDATIONS, DNP, NR, AM. Includes handwritten signatures and checkmarks.

CHAIRMAN'S SIGNATURE

**HB**

**431**

**HFIN**

**FILE**



FISCAL NOTE

STATE OF ALASKA  
1994 LEGISLATIVE SESSION

Revision Date: \_\_\_\_\_ Dept. Affected: Health and Social Services  
 Title: An Act relating to payment of AFDC in case of pregnant minors and minors who are parents BRU: Public Assistance Administration  
 Component: Public Assistance Administration  
 Sponsor: Kott  
 Requestor: \_\_\_\_\_ COMPONENT SERIAL NO. 0233

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY95	FY96	FY97	FY98	FY99	FY00
PERSONAL SERVICES	0.0	0.0	0.0	0.0	0.0	0.0
TRAVEL	0.0	0.0	0.0	0.0	0.0	0.0
CONTRACTUAL	69.8	64.8	64.8	64.8	64.8	64.8
SUPPLIES	0.0	0.0	0.0	0.0	0.0	0.0
EQUIPMENT	0.0	0.0	0.0	0.0	0.0	0.0
LAND & STRUCTURES	0.0	0.0	0.0	0.0	0.0	0.0
GRANTS, CLAIMS	0.0	0.0	0.0	0.0	0.0	0.0
MISCELLANEOUS	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL OPERATING	69.8	64.8	64.8	64.8	64.8	64.8

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
----------------------	-----	-----	-----	-----	-----	-----

CHANGES IN REVENUES	0	0	0	0	0	0
---------------------	---	---	---	---	---	---

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts	34.9	32.4	32.4	32.4	32.4	32.4
1003 GF Match	34.9	32.4	32.4	32.4	32.4	32.4
1004 GF	0.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1006 GF/MHTA	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	69.8	64.8	64.8	64.8	64.8	64.8

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

Estimate of current year (FY94) impact: NONE

ANALYSIS: (Attach a separate page if necessary)

House Bill 431 amends AFDC program policy to exercise a federal option that allows states to require, as a condition of eligibility, that minor parents live at home or in another adult-supervised living situation. Minor parents would be excused from the requirement under certain conditions specified in the federal law and in this bill. This produces a need for professional clinical social worker time to investigate the availability and suitability of the home.

Prepared by: Jan L. Hansen, Director for Randy Mann, acting Phone: 465-2680  
 Division: Division of Public Assistance Date: \_\_\_\_\_  
 Approved by Commissioner: Margaret R. Lowe, M.Ed., Ed.S. Date: 3-10-94  
 Agency: Department of Health & Social Services

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**ANALYSIS (cont.):**Assumptions:

200 AFDC applications per year are received from unmarried minor parents who are not living with their parent(s). Fifty applications per year are denied for reasons unrelated to this legislation.

Each of the remaining 150 applications per year is referred to a contracted clinical social worker for investigation and decision about the suitability of the home.

Applicant investigations require an average of 10 hours of social worker time at \$40/hour for each investigation.

Maintenance of cases in which the minor parent lives at home and is eligible for AFDC will require 120 hours of social worker time per year for continued assessment of the suitability of the home.

Effective date of the legislation is July 1, 1994.

Calculations:

FY 95-

FY 00: Contract Clinical Social Worker (12 months)

Intake Assessment/Evaluation

150 referrals x 10 hours = 1500 hours x \$40/hr x 12 months = 60.0

Re-Evaluations for maintenance caseload

120 hours/year x \$40 = 4.8

Contract Attorney to develop regulations 5.0

Total 69.8

STATE OF ALASKA  
1994 LEGISLATIVE SESSION

FISCAL NOTE

No. 2  
Bill Number: CSHB 431(HES)  
(H) Publish Date: 3/29/94

Revision Date: \_\_\_\_\_ Dept. Affected: Health and Social Services  
Title: An Act relating to payment of AFDC in case of pregnant minors and minors who are parents BRU: Public Assistance Administration  
Component: Eligibility Determination  
Sponsor: Kott  
Requestor: \_\_\_\_\_ COMPONENT SERIAL NO. 0236

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY95	FY96	FY97	FY98	FY99	FY00
PERSONAL SERVICES	12.8	12.8	12.8	12.8	12.8	12.8
TRAVEL	0.0	0.0	0.0	0.0	0.0	0.0
CONTRACTUAL	0.0	0.0	0.0	0.0	0.0	0.0
SUPPLIES	0.0	0.0	0.0	0.0	0.0	0.0
EQUIPMENT	0.0	0.0	0.0	0.0	0.0	0.0
LAND & STRUCTURES	0.0	0.0	0.0	0.0	0.0	0.0
GRANTS, CLAIMS	0.0	0.0	0.0	0.0	0.0	0.0
MISCELLANEOUS	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL OPERATING	12.8	12.8	12.8	12.8	12.8	12.8
CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
CHANGES IN REVENUES	0	0	0	0	0	0

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts	6.4	6.4	6.4	6.4	6.4	6.4
1003 GF Match	6.4	6.4	6.4	6.4	6.4	6.4
1004 GF	0.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1006 GF/MHTIA	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	12.8	12.8	12.8	12.8	12.8	12.8

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

Estimate of current year (FY94) impact: NONE

ANALYSIS: (Attach a separate page if necessary)

House Bill 431 amends AFDC program policy to exercise a federal option that allows states to require, as a condition of eligibility, that minor parents live at home or in another adult-supervised living situation. Minor parents would be excused from the requirement under certain conditions specified in the federal law and in this bill.

Eligibility Determination staff will be responsible for explaining the requirements of HB 431 to minor parents, referring cases for investigation, tracking investigation reports, and monitoring and enforcing compliance with the requirements.

Prepared by: Jan L. Hansen, Director for Randy Mon, acting Phone: 465-2680  
Division: Division of Public Assistance Date: \_\_\_\_\_  
Approved by Commissioner: Margaret R. Lowe, M.Ed., Ed.S. Date: 3-10-94  
Agency: Department of Health & Social Services

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ANALYSIS (cont.):

Assumptions:

200 applications per year are received from minor parents who are not living with their parent(s). 50 applications per year are denied for reasons unrelated to this legislation. We expect to refer 150 application per year for investigation.

We are not requesting an additional eligibility determination position.

Calculations:

1 hour intake per application x 200 application	200 hours
3 hours maintenance per case per year x 120 cases	<u>360 hours</u>
Total	560 hours per year

$$560 \div 1950 \text{ hrs/FTE} = .28 \text{ Eligibility Tech II FTE/yr}$$

$$.28 \text{ Eligibility Tech II FTE/yr} \times \$45.7 \text{ Eligibility Tech II} = \$12.8/\text{yr}$$

FISCAL NOTE

No. 3  
 Bill Version: C5HB 431 (HES)  
 (H) Publish Date: 3/29/94

STATE OF ALASKA  
 1994 LEGISLATIVE SESSION

Revision Date: \_\_\_\_\_ Dept. Affected: Health and Social Services  
 Title: An Act relating to payment of AFDC in case of pregnant minors and minors who are parents BRU: Assistance Payments  
 Component: AFDC  
 Sponsor: Kott  
 Requestor: \_\_\_\_\_ COMPONENT SERIAL NO. 0220

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY95	FY96	FY97	FY98	FY99	FY00
PERSONAL SERVICES	0.0	0.0	0.0	0.0	0.0	0.0
TRAVEL	0.0	0.0	0.0	0.0	0.0	0.0
CONTRACTUAL	0.0	0.0	0.0	0.0	0.0	0.0
SUPPLIES	0.0	0.0	0.0	0.0	0.0	0.0
EQUIPMENT	0.0	0.0	0.0	0.0	0.0	0.0
LAND & STRUCTURES	0.0	0.0	0.0	0.0	0.0	0.0
GRANTS, CLAIMS	(147.8)	(295.6)	(295.6)	(295.6)	(295.6)	(295.6)
MISCELLANEOUS	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL OPERATING</b>	<b>(147.8)</b>	<b>(295.6)</b>	<b>(295.6)</b>	<b>(295.6)</b>	<b>(295.6)</b>	<b>(295.6)</b>
<b>CAPITAL EXPENDITURES</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>CHANGES IN REVENUES</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts	(73.9)	(147.8)	(147.8)	(147.8)	(147.8)	(147.8)
1003 GF Match	(73.9)	(147.8)	(147.8)	(147.8)	(147.8)	(147.8)
1004 GF	0.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1006 GF/MHTIA	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>(147.8)</b>	<b>(295.6)</b>	<b>(295.6)</b>	<b>(295.6)</b>	<b>(295.6)</b>	<b>(295.6)</b>

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

Estimate of current year (FY94) impact: NONE

ANALYSIS: (Attach a separate page if necessary)

House Bill 431 amends AFDC program policy to exercise a federal option that allows states to require, as a condition of eligibility, that minor parents live at home or in another adult-supervised living situation. Minor parents would be excused from the requirement under certain conditions specified in the federal law and in this bill. Minor parents who the Department determines must live in their parent's home may be ineligible for AFDC because their parent's income and assets count as available to the minor parent.

Prepared by: Jan L. Hansen, Director *Randy Mon, acting dir.* Phone: 465-2680  
 Division: Division of Public Assistance Date: \_\_\_\_\_  
 Approved by Commissioner: Margaret R. Lowe, M.Ed./Ed.S. Date: 3-10-94  
 Agency: Department of Health & Social Services

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## ANALYSIS (cont.):

Assumptions:

## AFDC Payment Savings

Current statute at AS 47.25.310(c) specifically prohibits imposition of the requirement for the minor parent or pregnant minor to live in a particular type of household. We presume, for purposes of this analysis, that the intent of the sponsor of HB 431 is to repeal that subsection.

200 AFDC applications per year are received from unmarried minor parents who are not living with their parent(s). Fifty applications per year are denied for reasons unrelated to this legislation.

Each of the remaining 150 applications per year is investigated for a decision about the suitability of the home.

Twenty percent of the referrals are ultimately denied benefits because the family refuses to cooperate in the investigation, or the family does not qualify financially when the parent(s)' income and assets are counted as available to the minor parent because they are required to live at home.

The average monthly AFDC caseload is reduced by 30 cases per month, beginning in January 1995. The average AFDC savings is \$821 per case per month.

Calculations:

## AFDC Benefit Savings

FY 95: (6 months)

$$30 \text{ cases} \times \$821/\text{case/month} \times 6 \text{ months} = \$147.8$$

FY 96

FY 00: (12 months)

$$30 \text{ cases} \times \$821/\text{case/month} \times 12 \text{ months} = \$295.6$$

**HB**

**441**

**HFIN**

**FILE**

# HOUSE COMMITTEE REPORT

(11)

Date Referred: February 4, 1994

FURTHER REFERRALS:

Date of Committee Action: 5/6/94

The FINANCE Committee considered:

HB 441

HOUSE BILL NO. 441

REDUCING APPROP. FOR FY 94 BUDGET

"An Act reducing certain appropriations for fiscal year 1994; and providing for an effective date."

RECOMMENDATIONS: [ ] the same title  
 be replaced with CSHB 441 (Fin) [ ] a new title

[ ] have attached amendments(s)

[ ] do pass

[ ] do not pass

no recommendations

[ ] individual recommendations

[ ] additional referral to the \_\_\_\_\_ Committee

ADOPTS: \_\_\_\_\_ letter of Intent

ATTACHES NEW FISCAL NOTE(s): \_\_\_\_\_ (Dept)

APPROVES PREVIOUS: \_\_\_\_\_ (Dept/Date)

[ ] fiscal impact \_\_\_\_\_

[ ] fiscal note(s) \_\_\_\_\_

[ ] zero fiscal note \_\_\_\_\_

[ ] zero fiscal note(s) \_\_\_\_\_

SIGNING <u>DO</u> PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Eileen P. MacKean</i> Mackean	✓				
<i>Ronald J. Larson</i> Larson	x	<i>Mark Hanley</i> Hanley			x
		<i>Leary Martin</i> Martin		x	
		<i>Sean Parnell</i> Parnell		x	
		<i>Ben Gussendorf</i> Gussendorf		x	
		<i>Mike Navare</i> Navare			✓
		<i>Jay Brown</i> Brown			✓
		<i>Tom Theriault</i> Theriault			x
		<i>Richard Foster</i> Foster		x	

*Ronald J. Larson*  
 E P O Mackean  
 CHAIRMAN'S SIGNATURE

**CS FOR HOUSE BILL NO. 441(FIN)**  
**IN THE LEGISLATURE OF THE STATE OF ALASKA**  
**EIGHTEENTH LEGISLATURE - SECOND SESSION**

BY THE HOUSE FINANCE COMMITTEE

Offered:  
 Referred:

Sponsor(s): HOUSE FINANCE COMMITTEE

**A BILL**

**FOR AN ACT ENTITLED**

1 "An Act making, amending, and repealing capital and operating appropriations;  
 2 and providing for an effective date."

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

4 \* Section 1. Section 21, ch. 79, SLA 1993, page 72, lines 21 - 23, is amended to read:

	APPROPRIATION	GENERAL
	ITEMS	FUND

7 Sitka - [16"] Water Main and Sewer

8 Improvements Halibut Point Road -

9 Katlian to Sawmill Creek Road (ED 2)	500,000	500,000
--	---------	---------

10 \* Sec. 2. The unexpended and unobligated balance of the appropriation made in sec. 165,  
 11 ch. 96, SLA 1991, page 94, line 5 (Kenai Peninsula Borough school district - Nikiski  
 12 Elementary School zone lights - \$40,000) is reappropriated to the Department of  
 13 Administration for payment as a grant under AS 37.05.315 to the Kenai Peninsula Borough  
 14 for the purchase and installation of an electronic warning siren to be located at North Star

Adopt

AMENDMENT 1

BY OMB

The unexpended and unobligated balance of the appropriation made in sec. 6, ch. 19, SLA1993, page 4, line 22 [Operating costs for Department of Community and Regional Affairs to carry out its powers and duties under AS42.45 and AS44.47.050(19) and (20)] lapses into the general fund June 30, 1995.

# STATE OF ALASKA

Walter J. Hickel, Governor

## Department of Community and Regional Affairs

P.O. Box 112100  
Juneau, Alaska 99811-2100  
Phone: (907) 465-4898  
Fax: (907) 465-3212

### OFFICE OF THE COMMISSIONER

May 5, 1994

TO: Rep. Ron Larson, Co-Chairman  
Rep. Eileen MacLean, Co-Chairwoman  
House Finance Committee

FROM: Edgar Blatchford  
Commissioner

*ER-1-24-140*

RE: Extension of Lapse Date for Division of Energy Operating Funds

I understand there was some confusion regarding the Department's intended use of requested reappropriation of Division of Energy transition funding. Please allow me this opportunity to revisit the issue and present clearly our position on reappropriation request.

1. The Department strongly supports an extension of the lapse date to June 30, 1995 for the unexpended and unobligated balance of the appropriation made in sec. 6, ch. 19, SLA 1993, page 4, line 22.
2. Reappropriated funds will be directed to remaining transition costs related the transfer of the Alaska Energy Authority to the department. These costs would include resolution of outstanding personnel matters as well as remaining logistical transition obligations.
3. The remainder of the reappropriation, clearly the bulk of the funds, will be committed to fulfilling our duties under AS 42.45 and AS 44.47.050(19) and (20) as **intended in the originating statute**. I would expect our emphasis will be directed to the following programs in an effort to reduce demands on the Power Cost Equalization Fund:

**Electrical Systems Improvements Program  
Alternative & Applied Energy Technical Development  
Rural Utilities Regionalization Program**

Thank you for this opportunity to clarify our position. I appreciate you support.

cc: House Finance Committee members

Adopted

AMENDMENT 2

HB \_\_\_\_\_ (Reappropriations)

May 5, 1994

By Representative Hoffman

I request the following reappropriation for District 39. It is a language change only.

\* Sec. \_\_\_\_ Section 21, Chapter 79, SLA 1993, page 71, lines 11-12, is amended to read: Bristol Bay Campus Building Addition/Appraisal/Purchase/Remodel (ED 39) 90,000

2	23)	
3	School of Agriculture Boggess	40,000 40,000
10	System for Silage Storage (ED 27)	
11	School of Agriculture Laboratory	50,000 50,000
12	Carbon, Hydrogen, Nitrogen	
13	Analysers (ED 27)	
14	Rural Colleges - Rural Alaska	120,000 120,000
15	Health Education Center (ED 29)	
16	University of Alaska, Fairbanks -	61,000 61,000
17	Collection Acquisitions,	
18	Mentorship (ED 29-34)	
19	University of Alaska, Fairbanks -	400,000 400,000
20	Geophysical Institute Sivey	
21	Building Addition Design (ED 29-34)	
22	University of Alaska, Fairbanks -	300,000 300,000
23	Student Recreation Center	
24	Completion of Complex (ED 29-34)	
25	University of Alaska, Fairbanks -	200,000 200,000
26	Instructional Equipment (ED 29-34)	
27	University of Alaska, Fairbanks -	50,000 50,000
28	Purchase New Books (ED 29-34)	
29	University of Alaska, Fairbanks -	20,000 20,000
30	Music Alaska Women International	
31	Festival (ED 29-34)	
32	University of Alaska, Fairbanks -	100,000 100,000
33	School of Journalism	
34	Communications Equipment Purchases	
35	(ED 29-34)	



	Allocations	Appropriation Items	Appropriation General Fund	Fund Sources Other Funds
1 University of Alaska (cont.)				
2				
3				
<del>4</del>				
<del>5</del>				
<del>6</del>				
7				
8 Prince William Sound Community		50,000	50,000	
9 College - Distance Delivery System				
10 (ED 35)				
11 Bristol Bay Campus Building		30,000	30,000	
12 Addition (ED 39)				
13	.....			
14	..... Grants to Municipalities (LS 37.05.315)			
15	.....			
16 ED 1 Ketchikan				
17 City of Ketchikan - Aquarium		60,000	60,000	
18 Feasibility Study (ED 1)				
19 City of Ketchikan - City Float		310,000	310,000	
20 Small Boat Harbor (ED 1)				
21 City of Ketchikan - Front Street		25,000	25,000	
22 Bus Pullout (ED 1)				
23 City of Ketchikan - Indoor		177,800	177,800	
24 Recreation Center Design and				
25 Development (ED 1)				
26 City of Seward - Civic/Cultural		100,000	100,000	
27 Center, Phase II (ED 1)				
28 City of Seward - Community		100,000	100,000	
29 Residential Center Building				
30 Purchase (ED 1)				
31 Ketchikan Gateway Borough -		100,000	100,000	
32 Facilities Disabled Access/Upgrade				
33 (ED 1)				
34 Ketchikan Gateway Borough - Walker		55,000	55,000	
35 and Dudley Field Lighting				
36 Replacement (ED 1)				
37 ED 2 Sitka/Petersburg/Wrangell				



UNIVERSITY OF ALASKA FAIRBANKS

## Bristol Bay Campus

P. O. Box 1070 • Dillingham, Alaska 99576-1070 • Fax 907-842-6882 • Phone 907-842-6108

Senator George Jacko  
Alaska State Senate  
State Capitol Building  
Room 125  
Juneau, Alaska 99801-1182

May 5, 1984

Dear Senator Jacko:

I am requesting a language change for the \$90,000 Bristol Bay Campus, UAF, building addition appropriation to meet the changing needs brought about by the budget crises. The roappropriation language needs to include the Campus' ability to take action in the event a building becomes available for purchase, which may, at least partially, satisfy the critical need for academic and vocational space. Therefore, the language of "appraisal, purchase and remodeling" should be added to read: Bristol Bay Campus Building Addition/Appraisal/Purchase/Remodel.

Thank you for your assistance.

Sincerely,

A handwritten signature in cursive script, appearing to read "Margaret K. Wood", with a long horizontal flourish extending to the right.

Margaret K. Wood, Director  
Bristol Bay Campus

A dora

CS FOR HOUSE BILL NO. 441(FIN)  
IN THE LEGISLATURE OF THE STATE OF ALASKA  
EIGHTEENTH LEGISLATURE - SECOND SESSION

BY THE HOUSE FINANCE COMMITTEE

Offered:  
Referred:

Sponsor(s): HOUSE FINANCE COMMITTEE

A BILL

FOR AN ACT ENTITLED

1 "An Act making, amending, and repealing capital and operating appropriations;  
2 and providing for an effective date."

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

4 \* Section 1. Section 21, ch. 79, SLA 1993, page 72, lines 21 - 23, is amended to read:

5		APPROPRIATION	GENERAL
6		ITEMS	FUND

7 Sitka - [16"] Water Main and Sewer

8 Improvements Halibut Point Road -

9	Katlian to Sawmill Creek Road (ED 2)	500,000	500,000
---	--------------------------------------	---------	---------

10 \* Sec. 2. The unexpended and unobligated balance of the appropriation made in sec. 165,  
11 ch. 96, SLA 1991, page 94, line 5 (Kenai Peninsula Borough school district - Nikiski  
12 Elementary School zone lights - \$40,000) is reappropriated to the Department of  
13 Administration for payment as a grant under AS 37.05.315 to the Kenai Peninsula Borough  
14 for the purchase and installation of an electronic warning siren to be located at North Star

1 Elementary School.

2 \* Sec. 3. Section 21, ch. 79, SLA 1993, page 98, lines 15 - 18, is amended to read:

3		APPROPRIATION	GENERAL
4		ITEMS	FUND

5 Municipality of Anchorage -

6 Chugiak, Birchwood, Eagle River

7 Road Service Area, Hiland Road engineering,

8 repairs, and reconstruction [PHASE II

9	CONSTRUCTION] (ED 10 - 25)	500,000	500,000
---	----------------------------	---------	---------

10 \* Sec. 4. The unexpended and unobligated balance of the appropriation made in sec. 38,  
11 ch. 65, SLA 1993, page 45, line 15 (Ombudsman - \$1,597,500) lapses into the general fund  
12 June 30, 1995.

13 \* Sec. 5. The unexpended and unobligated balance of the appropriation made in sec. 38,  
14 ch. 65, SLA 1993, page 10, line 11 (Office of the Governor Executive Operations -  
15 \$8,407,000) lapses into the general fund June 30, 1995.

16 \* Sec. 6. The unexpended and unobligated balance of the appropriation made in sec. 38,  
17 ch. 65, SLA 1993, page 10, line 29 (Office of Management & Budget - \$6,551,200) lapses  
18 into the general fund June 30, 1995.

19 \* Sec. 7. The unexpended and unobligated balance of the appropriation made in sec. 137,  
20 ch. 41, SLA 1993 (Medicaid disproportionate share claims - \$5,604,000) lapses August 30,  
21 1994.

22 \* Sec. 8. Section 19, ch. 79, SLA 1993, page 13, lines 34 - 36 is amended to read:

23 ALLOCATIONS

24 Bristol Bay Mental Health

25 Facility design

26 and planning [CENTER -

27 STORM WINDOWS/

28 PLUMBING UPGRADE]

29	(ED 39)	186,000	
----	---------	---------	--

30 \* Sec. 9. Section 21, ch. 79, SLA 1993, page 58, lines 21 - 23 is amended to read:

31		APPROPRIATION	GENERAL
----	--	---------------	---------

		ITEMS	FUND
1			
2	Alaska Youth and Parent Foundation		
3	- <u>facility renovations</u> [ROOF REPAIRS		
4	AND HANDICAP ACCESS] (ED 10 - 25)	20,000	20,000
5	* Sec. 10. The unexpended and unobligated balance, not to exceed \$1,750,000, of the		
6	appropriation made in sec. 12, ch. 79, SLA 1993 (research programs for prevention,		
7	containment, cleanup, and amelioration of oil spills - \$5,000,000) is reappropriated to the		
8	Department of Commerce and Economic Development for payment as a grant under		
9	AS 37.05.316 to the Prince William Sound Aquaculture Corporation to provide for the		
10	restoration and replacement of natural resources injured and services lost or diminished as a		
11	result of the Exxon Valdez oil spill through the operation of hatcheries for the production of		
12	common property salmon fry and smolt for Prince William Sound.		
13	* Sec. 11. Section 138, ch. 41, SLA 1993, is amended by adding new subsections to read:		
14	(c) In addition to the \$21,714,000 that was appropriated by (a) of this section		
15	from the general fund to the mental health trust income account (AS 37.14.011), the		
16	sum of \$4,147,992 is appropriated from the general fund to the mental health trust		
17	income account (AS 37.14.011) as reimbursement of additional federal money received		
18	by the state through the federal Medicaid program for services provided to Medicaid		
19	recipients and other low-income patients at the Alaska Psychiatric Institute from		
20	July 1, 1989, to June 30, 1993.		
21	(d) Contingent on the department requesting proposals for design, site		
22	preparation, utility hook-ups, and construction based on the new Alaska Psychiatric		
23	Institute being no larger than 72 beds, with a per bed cost of no more than \$300,000,		
24	the sum of \$25,861,992 is appropriated from the mental health trust income account		
25	(AS 37.14.011) to the Department of Health and Social Services and is allocated for		
26	the following purposes in the amounts listed:		
27	Mental health trust beneficiary projects	\$ 3,000,000	
28	Construction of replacement facility or		
29	facilities for the Alaska Psychiatric		
30	Institute	22,861,992	
31	* Sec. 12. Section 3, ch. 83, SLA 1993, page 4, line 18 is amended to read:		

WORK DRAFT

WORK DRAFT

WORK DRAFT

1	SCHOOL DISTRICT/REAA	PROJECT	ALLOCATION
2	Mt. Edgecumbe High School	Deferred maintenance projects	303,800
3		<u>for high school dormitories.</u>	
4		<u>and gymnasium</u>	

5 \* Sec. 13. The unexpended and unobligated balance of the appropriation made in sec. 227,  
 6 ch. 117, SLA 1989, page 102, line 9 (Brevig Mission community facilities improvements/road  
 7 improvements - \$34,500) is reappropriated to the Department of Administration for payment  
 8 as a grant under AS 37.05.315 to the City of Brevig Mission community facilities  
 9 improvement.

10 \* Sec. 14. The unexpended and unobligated balance of the appropriation made in sec. 114,  
 11 ch. 117, SLA 1989 (Noorvik survey and platting) is reappropriated to the Department of  
 12 Administration for payment as a grant under AS 37.05.315 to the City of Noorvik for survey  
 13 and platting.

14 \* Sec. 15. The unexpended and unobligated balance of the appropriation made in sec. 218,  
 15 ch. 117, SLA 1989 (Kotzebue - NANA search and rescue programs) is reappropriated to the  
 16 Department of Administration for payment as a grant under AS 37.05.315 to the City of  
 17 Kotzebue for NANA search and rescue programs.

18 \* Sec. 16. The unexpended and unobligated balance of the appropriation made in sec. 227,  
 19 ch. 117, SLA 1989, page 102, line 6 (North Slope Borough - Wainwright washeteria upgrade -  
 20 \$149,900) is reappropriated to the Department of Administration for payment as a grant under  
 21 AS 37.05.315 to the City of Wainwright for the Wainwright community center remodel  
 22 project.

23 \* Sec. 17. Section 21, ch. 79, SLA 1993, page 112, lines 13 - 14 is amended to read:

24		APPROPRIATION	GENERAL
25		ITEMS	FUND
26	Koyuk - <u>Public safety facility</u>		
27	[FIRE STATION/EQUIPMENT] (ED 38)	42,000	42,000

28 \* Sec. 18. Section 21, ch. 79, SLA 1993, page 110, lines 8 - 9, is amended to read:

29		APPROPRIATION	GENERAL
30		ITEMS	FUND
31	City of Hughes - Street Lights, <u>generator</u>		



1 \* Sec. 24. The balance in the former electrical service extension fund (former  
 2 AS 44.83.370) in the Alaska Energy Authority on August 11, 1993, is appropriated from the  
 3 fund to the electrical service extension fund in the Department of Community and Regional  
 4 Affairs (AS 42.45.200).

5 \* Sec. 25. Section 154, ch. 5, FSSLA 1992, page 118, line 7, is amended to read:

	APPROPRIATION	GENERAL
	ITEMS	FUND
8 Perryville - fuel tanks, [AND] truck, <u>and</u>		
9 <u>completion of dike system construction</u>		
10 (ED 27)	68,000	68,000

11 \* Sec. 26. Section 165, ch. 96, SLA 1991, page 71, line 9, is amended to read:

	APPROPRIATION	GENERAL
	ITEMS	FUND
14 Western Alaska fuel cooperative - bulk fuel		
15 tank acquisition and installation <u>and fuel</u>		
16 <u>facility construction</u> (ED 26)	300,000	300,000

17 \* Sec. 27. The unexpended and unobligated balance of the appropriation made in sec. 154,  
 18 ch. 5, FSSLA 1992, page 106, line 11 (Steese volunteer fire department all wheel drive tanker-  
 19 \$70,000) is reappropriated to the Department of Administration for payment as a grant under  
 20 AS 37.05.315 to the Fairbanks North Star Borough for a Steese volunteer fire department  
 21 rescue vehicle and miscellaneous equipment.

22 \* Sec. 28. The unexpended and unobligated balance of the appropriation made in sec. 19,  
 23 ch. 79, SLA 1993, page 108, lines 22 - 24 (Two Rivers rescue building expansion - \$75,000)  
 24 is reappropriated to the Department of Health and Social Services, interior region emergency  
 25 medical services for Two Rivers rescue ambulance garage and training room.

26 \* Sec. 29. Section 227, ch. 117, SLA 1989, page 92, line 20, is amended to read:

	APPROPRIATION	GENERAL
	ITEMS	FUND
29 Yakutat - subsurface drainage improvement,		
30 <u>retaining walls, and guard rails</u> (ED 2)	110,00	110,000

31 \* Sec. 30. The unexpended and unobligated balance of the appropriation made in sec. 227,

1 ch. 117, SLA 1989, page 103, line 7 (Stebbins water access road - \$34,500) is reappropriated  
 2 to the Department of Administration for payment as a grant under AS 37.05.315 to the City  
 3 of Stebbins for a water access road, line extension, and pump station improvements.

4 \* Sec. 31. Section 152, ch. 5, FSSLA 1992, page 58, line 13, is amended to read:

5 ALLOCATIONS

6 Kotzebue - water

7 and sewer [SEWAGE

8 COLLECTION

9 SYSTEM] (ED 22) 1,293,000

10 \* Sec. 32. Section 152, ch. 5, FSSLA 1992, page 58, line 22, is amended to read:

11 ALLOCATIONS

12 Unalakleet - water.

13 sewer, and solid

14 waste improvements

15 [AIRPORT UTILITIES

16 PROJECT] (ED 23) 1,366,000

17 \* Sec. 33. (a) The sum of \$250,000 of the unexpended and unobligated balance, on July 1,  
 18 1994, of the appropriation made in sec. 4, ch. 24, SLA 1984, page 57, line 23, as amended  
 19 by sec. 461, ch. 105, SLA 1985 (Juneau Hangar (AAOF) - \$3,841,200) that was encumbered  
 20 but not expended when that appropriation was repealed and reappropriated by sec. 137,  
 21 ch. 117, SLA 1989, is reappropriated to the Department of Fish and Game for use in fiscal  
 22 year 1995 to prepare to transfer operation of the sockeye and chinook programs at Snettisham  
 23 hatchery to the private sector.

24 (b) The remaining unexpended and unobligated balance, after the appropriation made  
 25 in (a) of this section, of the appropriation made in sec. 4, ch. 24, SLA 1984, page 57, line 23,  
 26 as amended by sec. 461, ch. 105, SLA 1985 (Juneau Hangar (AAOF) - \$3,841,200) that was  
 27 encumbered but not expended when that appropriation was repealed and reappropriated by  
 28 sec. 137, ch. 117, SLA 1989, is reappropriated to the Department of Military and Veterans'  
 29 Affairs for deferred maintenance for army guard facilities.

30 (c) The unexpended and unobligated balance of the appropriation made in sec. 137,  
 31 ch. 117, SLA 1989 (Nome Hangar Project) is reappropriated to the Department of Military and

1 Veterans' Affairs for deferred maintenance for army guard facilities.

2 \* Sec. 34. The unexpended and unobligated balance of the appropriation made in sec. 137,  
3 ch. 117, SLA 1989 (Nome hangar project additional overhead charges) is reappropriated to  
4 the Department of Military and Veterans' Affairs for deferred maintenance for army guard  
5 facilities.

6 \* Sec. 35. Upon refund to the Department of Commerce and Economic Development of  
7 the amount held in deposit as security for the existing lease for the Tokyo office of the office  
8 of international trade, including interest earned on the account, that amount is reappropriated  
9 to the Department of Commerce and Economic Development, office of international trade, for  
10 costs related to new office space in Tokyo for the fiscal year ending June 30, 1995.

11 \* Sec. 36. Section 21, ch. 79, SLA 1993, page 83, lines 28 - 31, is amended to read:

	APPROPRIATION	GENERAL
	ITEMS	FUND
14 Municipality of Anchorage - Water and		
15 Wastewater Utility Vitrified Clay		
16 Pipe <u>study and</u> Replacement		
17 District 13 (ED 13)	50,000	50,000

18 \* Sec. 37. Contingent upon the passage by the Eighteenth Alaska State Legislature and the  
19 enactment into law of a bill that (1) establishes the oil and hazardous substance release  
20 prevention account and the oil and hazardous substance release response account (or  
21 substantially similar accounts) in the oil and hazardous substance release prevention and  
22 response fund (or a substantially similar successor to the oil and hazardous substance release  
23 response fund (AS 46.08.010)), and (2) takes effect on or after July 1, 1994, the amount  
24 derived from the oil conservation surcharge collected under AS 43.55.200 on or after July 1,  
25 1994, and before the effective date of a section of that bill setting out transitional provisions  
26 applicable to the oil conservation surcharge is appropriated from the general fund to the oil  
27 and hazardous substance release prevention and response fund (or a substantially similar  
28 successor to the oil and hazardous substance release response fund (AS 46.08.010)) and is  
29 allocated between the oil and hazardous substance release prevention account and the oil and  
30 hazardous substance release response account (or substantially similar accounts) in the  
31 proportions provided by law.

1 \* Sec. 38. The unexpended and unobligated balance of the appropriation made in sec. 17,  
2 ch. 79, SLA 1993, page 6, line 8 (Alaska Court System imaging system - \$207,500) is  
3 reappropriated to the Alaska Court System for computer hardware, software, and maintenance.

4 \* Sec. 39. (a) The sum of \$30,000 from the unexpended and unobligated balance of the  
5 appropriation made in sec. 139, ch. 208, SLA 1990, page 47, line 14 (Juneau-Pioneer home  
6 bus turnout construction - \$65,000) is reappropriated to the Department of Community and  
7 Regional Affairs for payment as a grant under AS 37.05.316 to Perseverance Theater for the  
8 Alaska conservatory job training and employment grant.

9 (b) The balance of the unexpended and unobligated appropriation made in sec. 139,  
10 ch. 208, SLA 1990, page 47, line 14, as amended by (a) of this section (Juneau-Pioneer home  
11 bus turnout construction - \$65,000) is reappropriated to the Department of Fish and Game to  
12 prepare for the transfer of the sockeye and chinook programs at the Snettisham hatchery to  
13 the private sector.

14 \* Sec. 40. The unexpended and unobligated balance of the appropriation made in sec. 165,  
15 ch. 96, SLA 1991, page 78, line 6 (North Douglas highway extension - \$400,000) is  
16 reappropriated to the Department of Fish and Game to prepare for the transfer of the sockeye  
17 and chinook programs at the Snettisham hatchery to the private sector.

18 \* Sec. 41. The unexpended and unobligated balance of the appropriation made in sec. 139,  
19 ch. 208, SLA 1990, page 84, line 17, as amended by sec. 92, ch. 5, FSSLA 1992 (Juneau-  
20 Douglas Harbor Industrial Park construction and renovation and areawide fisheries  
21 development facilities - \$340,000) is reappropriated to the Department of Fish and Game to  
22 prepare for the transfer of the sockeye and chinook programs at the Snettisham hatchery to  
23 the private sector.

24 \* Sec. 42. The unexpended and unobligated balance of the appropriation made in sec. 34,  
25 ch. 107, SLA 1983, page 82, line 4, and allocated on page 85, line 11 (Fairbanks sludge  
26 disposal facility phase II - \$187,500) and on line 12 (Fairbanks northeast water transmission -  
27 \$1,980,000) as amended by sec. 72, ch. 171, SLA 1984, is reappropriated to the Department  
28 of Administration for payment as a grant under AS 37.05.315 to the City of Fairbanks for the  
29 completion of the Fairbanks Regional Health Center project.

30 \* Sec. 43. The sum of \$78,600 from the unexpended and unobligated balance of the  
31 appropriation made in sec. 2, ch. 10, SLA 1983, page 9, line 8, as amended by sec. 277, ch.

1 130, SLA 1986 (Sand Point water and sewer - \$1,868,000) is reappropriated to the Department  
2 of Environmental Conservation to purchase laboratory equipment and supplies.

3 \* Sec. 44. The unexpended and unobligated balance of the appropriation made in sec. 227,  
4 ch. 117, SLA 1989, page 73, line 8 (McGrath retardant ramp repair - \$100,000) is  
5 reappropriated to the Department of Natural Resources for Forest Practices Act effectiveness  
6 research.

7 \* Sec. 45. The unexpended and unobligated balance of the appropriation made in sec. 38,  
8 ch. 65, SLA 1993, page 44, line 26 (Budget and Audit Committee - \$6,992,900) lapses into  
9 the general fund June 30, 1995.

10 \* Sec. 46. Section 122, ch. 130, SLA 1986 as amended by sec. 9, ch. 3, FSSLA 1987;  
11 sec. 138, ch. 173, SLA 1988; sec. 155, ch. 117, SLA 1989; sec. 109, ch. 208, SLA 1990;  
12 sec. 67, ch. 96, SLA 1991; sec. 65, ch. 5, FSSLA 1992; and sec. 21, ch. 41, SLA 1993, is  
13 amended to read:

14           Sec. 122. The sum of \$36,000 is appropriated from the general fund to the  
15 Legislative Finance Division for House Finance Committee education funding related  
16 activities for the fiscal years ending June 30, 1987, June 30, 1988, June 30, 1989,  
17 June 30, 1990, June 30, 1991, June 30, 1992, June 30, 1993, [AND] June 30, 1994,  
18 and June 30, 1995.

19 \* Sec. 47. The unexpended and unobligated balance of the appropriation made in sec. 38,  
20 ch. 65, SLA 1993, page 44, line 30 (Legislative Council - \$20,358,600) lapses into the general  
21 fund June 30, 1995.

22 \* Sec. 48. The unexpended and unobligated balance of the appropriation made in sec. 38,  
23 ch. 65, SLA 1993, page 45, line 14 (Legislative operating budget - \$5,000,000) lapses into the  
24 general fund June 30, 1995.

25 \* Sec. 49. The unexpended and unobligated balances of the appropriations made in sec. 3,  
26 ch. 128, SLA 1986, page 4, line 18 (Eagle School water well - \$300,000) and sec. 71, ch. 87,  
27 SLA 1989 (Dot Lake School sewer repair and water system upgrade - \$65,000) and remaining  
28 unexpended and unobligated balance of the appropriation made by sec. 72, ch 87, SLA 1989  
29 (Alaska Gateway School District/Eagle School power plant - \$78,000) that was encumbered  
30 but not expended when that appropriation was repealed by sec. 32, ch. 208, SLA 1990, and  
31 the remaining unexpended and unobligated balance of the appropriation made by sec. 73,

1 ch. 87, SLA 1989 (Alaska Gateway School District/Northway School emergency septage repair  
2 - \$94,000) that was encumbered but not expended when that appropriation was repealed by  
3 sec. 33, ch. 208, SLA 1990, are reappropriated to the Department of Education for payment  
4 as a grant under AS 37.05.316 to the Alaska Gateway School District for the new Tok School.

5 \* Sec. 50. (a) The unexpended and unobligated balances of the appropriations made in sec.  
6 158, ch. 3, FSSLA 1987, page 61, line 14 (Mat-Su Borough - Old Glenn Highway and Clark  
7 Wolverine Road upgrade - \$30,000); in sec. 227(a)(4), ch. 173, SLA 1988, page 70, line 20  
8 (plant materials center for flood control - \$50,000); in sec. 10, ch. 172, SLA 1988, page 7, line  
9 13 (Denali southside visitor center development - \$100,000); in sec. 227, ch. 117, SLA 1989,  
10 page 78, line 8 (Petersville Road - \$60,000); in sec. 163, ch. 96, SLA 1991, page 57, line 8  
11 (Talkeetna eastside sewer and water - \$2,000,000); in sec. 227, ch. 117, SLA 1989, page 86,  
12 line 9, and allocated on page 87, line 5 (Talkeetna water and sewer - \$800,000); and in sec.  
13 3, ch. 128, SLA 1986, page 22, line 9, and allocated on line 12, as amended by sec. 53, ch. 3,  
14 FSSLA 1987 (Talkeetna water and sewer - \$960,000), are reappropriated to the departments,  
15 in the amounts, and for the purposes set out in subsections (b) - (k) of this section.

16 (b) The sum of \$20,000 is appropriated from the amount reappropriated in (a) of this  
17 section to the Department of Community and Regional Affairs for payment as a grant under  
18 AS 37.05.316 to the Upper Susitna Senior Center for completion of building construction and  
19 kitchen equipment for the center.

20 (c) The sum of \$29,200 is appropriated from the amount reappropriated in (a) of this  
21 section to the Department of Community and Regional Affairs for payment as a grant under  
22 AS 37.05.316 to the Palmer Senior Center for sidewalk replacement and repair, lighting, and  
23 purchase of a van.

24 (d) The sum of \$49,000 is appropriated from the amount reappropriated in (a) of this  
25 section to the Department of Transportation and Public Facilities for the upgrade of Clark  
26 Wolverine Road.

27 (e) The sum of \$20,000 is appropriated from the amount reappropriated in (a) of this  
28 section to the Alaska Public Broadcasting Commission in the Department of Administration  
29 for payment as a grant under AS 44.21.268 to KTNA, the Talkeetna public radio station, for  
30 facility upgrade and expansion.

31 (f) The sum of \$50,000 is appropriated from the amount reappropriated in (a) of this

1 section to the Department of Administration for payment as a grant under AS 37.05.315 to the  
 2 Matanuska-Susitna Borough for a fire truck for the community of Big Lake.

3 (g) The sum of \$30,000 is appropriated from the amount reappropriated in (a) of this  
 4 section to the Department of Administration for payment as a grant under AS 37.05.315 to the  
 5 City of Houston for fire equipment.

6 (h) The sum of \$20,000 is appropriated from the amount reappropriated in (a) of this  
 7 section to the Department of Transportation and Public Facilities for Petersville Road paving.

8 (i) The sum of \$25,000 is appropriated from the amount reappropriated in (a) of this  
 9 section to the Department of Administration for payment as a grant under AS 37.05.315 to the  
 10 Matanuska-Susitna Borough for Long Lake Road upgrade.

11 (j) The sum of \$5,000 is appropriated from the amount reappropriated in (a) of this  
 12 section to the Department of Administration for payment as a grant under AS 37.05.315 to the  
 13 Matanuska-Susitna Borough for Willow Creek community center office equipment.

14 (k) The sum of \$45,000 is appropriated from the amount reappropriated in (a) of this  
 15 section to the Department of Administration for payment as a grant under AS 37.05.315 to the  
 16 Matanuska-Susitna Borough for Bogard extension at Schrock.

17 (l) If the amount available to be reappropriated under (a) of this section is less than  
 18 \$293,200, then the appropriations made by (b) - (k) of this section shall be reduced in  
 19 proportion to the amount of the shortfall.

20 \* Sec. 51. Section 21, ch. 79, SLA 1993, page 102, lines 31 - 33, is amended to read:

	APPROPRIATION	GENERAL
	ITEMS	FUND
21 Matanuska-Susitna Borough - Hollywood		
22 Road [FROM BIG LAKE EAST]		
23 Paving (ED 28)	100,000	100,000

24 \* Sec. 52. The unexpended and unobligated balance of the appropriation made in sec. 227,  
 25 ch. 117, SLA 1989, page 95, line 6 (Anchorage Huffman Road extension, planning,  
 26 engineering and design, Birch to Hillside - \$317,700) is reappropriated to the Department of  
 27 Administration for payment as a grant under AS 37.05.315 to the Municipality of Anchorage  
 28 for road and drainage rehabilitation for District 18, limited road service area.

29 \* Sec. 53. The unexpended and unobligated balance of the appropriation made in sec. 227,  
 30

1 ch. 117, SLA 1989, page 102, line 18 (Cape Nome relocation - survey and right-of-way  
2 acquisition - \$25,000) is reappropriated to the Department of Administration for payment as  
3 a grant under AS 37.05.315 to the City of Nome to acquire material from Cape Nome to  
4 protect city property from damage caused by seasonal Bering Sea storms.

5 \* Sec. 54. (a) The unexpended and unobligated balance of the appropriation made in sec.  
6 152, ch. 5, FSSLA 1992, page 58, line 11 (Talkeetna - Eastside water/sewer - \$1,200,000) is  
7 reappropriated to the departments, in the amounts, and for the purposes set out in subsections  
8 (b) - (d) of this section.

9 (b) The sum of \$295,600 is appropriated from the amount reappropriated in (a) of this  
10 section to the Department of Administration for payment as a grant under AS 37.05.315 to the  
11 Matanuska-Susitna Borough to purchase tools, equipment, supplies, and other items to  
12 maintain the Talkeetna water and sewer system.

13 (c) The sum of \$150,000 is appropriated from the amount reappropriated in (a) of this  
14 section to the Department of Administration for payment as a grant under AS 37.05.315 to the  
15 Matanuska-Susitna Borough for planning and design of Talkeetna school renovation and  
16 addition.

17 (d) The sum of \$100,000 is appropriated from the amount reappropriated in (a) of this  
18 section to the Department of Administration for payment as a grant under AS 37.05.315 to the  
19 City of Palmer for repair of the city water system.

20 (e) If the amount available for reappropriation under (a) of this section is less than  
21 \$545,600, then the appropriations made by (b) - (d) of this section shall be reduced in  
22 proportion to the amount of the shortfall.

23 \* Sec. 55. The unexpended and unobligated balance of the appropriation made in sec. 2,  
24 ch. 45, SLA 1984, page 7, line 16 (Hidden Falls Chinook Facility - \$650,000) is  
25 reappropriated to the Department of Fish and Game for payment as a grant under  
26 AS 37.05.316 to the Cook Inlet Regional Aquaculture Association for evaluation, removal, and  
27 replacement of underground storage tanks at the Crook Creek Hatchery facility.

28 \* Sec. 56. The sum of \$39,000 from the unexpended and unobligated balance of the  
29 appropriation made in sec. 152, ch. 5, FSSLA 1992, page 37, line 13 (Energy enhancements -  
30 \$250,000) is reappropriated to the Department of Community and Regional Affairs, division  
31 of energy, for payment as a grant under AS 37.05.316 to the Kotzebue Electric Association

1 for the Kotzebue wind project.

2 \* Sec. 57. The unexpended and unobligated balance in the rural electrification revolving  
3 loan fund (AS 42.45.020) on June 30, 1994, is reappropriated to the Department of  
4 Community and Regional Affairs, division of energy, for the bulk fuel systems emergency  
5 repairs/upgrades capital project.

6 \* Sec. 58. Section 19, ch. 79, SLA 1993, page 13, lines 31-33, is amended to read:

7 ALLOCATIONS

8 [KOTZEBUE -] 130,000

9 Maniilaq Emergency

10 Services/Detoxification

11 Center/Treatment Centers

12 (ED 37)

13 \* Sec. 59. The unexpended and unobligated balance, not to exceed \$100,000, of the  
14 appropriation made in sec. 19, ch. 79, SLA 1993, page 15, lines 13 - 14 (Coal initiatives/test  
15 shipment project - \$150,000) is reappropriated to the Department of Commerce and Economic  
16 Development, small business assistance and development program, for the procurement  
17 technical assistance program.

18 \* Sec. 60. (a) Contingent on an appropriation of \$150,000 of the remaining balance of the  
19 appropriation made in sec. 146, ch. 96, SLA 1991, as amended, being made to the Alaska  
20 Public Broadcasting Commission for payment as grants to the telecommunications entities for  
21 the purposes and in the amounts listed in (b) of this section as this section was passed by the  
22 legislature, \$250,000 of the unexpended and unobligated balance of the appropriation made  
23 in sec. 146, ch. 96, SLA 1991, as amended by sec. 54, ch. 5, FSSLA 1992 as amended by sec.  
24 7, ch. 41, SLA 1993, and by sec. 6, ch. 41, SLA 1993 (national education effort for opening  
25 the Arctic National Wildlife Refuge - \$3,000,000) is reappropriated to the Office of the  
26 Governor for payment as a grant under AS 37.05.316 to Arctic Power, Inc., for promotion of  
27 the opening of the Arctic National Wildlife Refuge to oil and gas development.

28 (b) The unexpended and unobligated balance, after the appropriation made in (a) of  
29 this section, of the appropriation made in sec. 146, ch. 96, SLA 1991, as amended by sec. 54,  
30 ch. 5, FSSLA 1992 as amended by sec. 7, ch. 41, SLA 1993, and by sec. 6, ch. 41, SLA 1993  
31 (national education effort for opening the Arctic National Wildlife Refuge - \$3,000,000) is

1 reappropriated to the Alaska Public Broadcasting Commission in the Department of  
 2 Administration for payment as grants under AS 44.21.268 to the recipients, for the purposes,  
 3 and in the amounts as follows:

4	RECIPIENT AND LOCATION	PURPOSE	APPROPRIATION 5 AMOUNT
6	Alaska Public Radio		
7	Network, Anchorage	equipment	23,500
8	KOAHNIC, Anchorage	equipment	23,500
9	KOTZ, Kotzebue	satellite dish	14,000
10	KBRW, Barrow	satellite dish	14,000
11	KYUK, Bethel	equipment	9,400
12	KDLG, Dillingham	equipment	7,000
13	KSKO, McGrath	Anvik translator	4,800
14	KRBD, Ketchikan	equipment	7,000
15	KBBI, Homer	uplink	7,000
16	KCAW, Sitka	Yakutat translator	9,400
17	KCUK, Chevak	satellite dish	7,000
18	KNSA, Unalakleet	satellite dish	7,000
19	KTOO, Juneau	equipment	9,400
20	KCZP, Kenai	equipment	7,000

21 (c) If the amount reappropriated in (b) of this section is less than \$150,000, then the  
 22 appropriations made by (b) of this section shall be reduced in proportion to the amount of the  
 23 shortfall.

24 (d) Contingent on an appropriation of \$150,000 of the remaining balance of the  
 25 appropriation made in sec. 146, ch. 96, SLA 1991, as amended, being made to the Alaska  
 26 Public Broadcasting Commission for payment as grants to the telecommunications entities for  
 27 the purposes and in the amounts listed in (b) of this section as this section was passed by the  
 28 legislature, the unexpended and unobligated balance of the appropriation made in sec. 146, ch.  
 29 96, SLA 1991, as amended by sec. 54, ch. 5, FSSLA 1992, as amended by sec. 7, ch. 41, SLA  
 30 1993, and by sec. 6, ch. 41, SLA 1993 (national education effort for opening the Arctic  
 31 National Wildlife Refuge - \$3,000,000), after the appropriations made in (a) and (b) of this

1 section are made, lapses into the general fund June 30, 1995.

2 \* Sec. 61. The unexpended and unobligated balance, not to exceed \$500,000, of the  
3 appropriation made in sec. 152, ch. 5, FSSLA 1992, page 57, line 8 (marine highway system  
4 administration building construction - \$1,500,000) is reappropriated to the Department of  
5 Transportation and Public Facilities for Alaska marine highway system improvements and  
6 overhaul.

7 \* Sec. 62. The sum of \$2,303,300 is appropriated from the educational facilities  
8 maintenance and construction fund (AS 37.05.560) to the general fund.

9 \* Sec. 63. (a) The sum of \$300,000 is appropriated from the general fund to the  
10 Department of Administration for payment as a grant under AS 37.05.315 to the City of Atka  
11 for the design, engineering, and construction of the Atka public dock.

12 (b) The sum of \$500,000 is appropriated from the general fund to the Department of  
13 Administration for payment as a grant under AS 37.05.315 to the Aleutians East Borough for  
14 the remodel and upgrade of the Akutan School.

15 (c) The sum of \$125,000 is appropriated from the general fund to the Department of  
16 Administration for payment as a grant under AS 37.05.315 to the Lake and Peninsula Borough  
17 for the design, engineering, and construction of the Perryville tsunami emergency shelter.

18 (d) The sum of \$150,000 is appropriated from the general fund to the Department of  
19 Administration for payment as a grant under AS 37.05.315 to the City of Sand Point for the  
20 design, engineering, and construction of the Sand Point water and sewer extension and  
21 improvements to the Sand Point dock to enhance school fisheries program.

22 (e) The sum of \$100,000 is appropriated from the general fund to the Department of  
23 Administration for payment as a grant under AS 37.05.315 to the Bristol Bay Borough for  
24 design, engineering, and construction of the South Naknek multipurpose building.

25 (f) The sum of \$3,294 is appropriated from the general fund to the Department of  
26 Health and Social Services for payment as a grant under AS 37.05.316 to the Southern Region  
27 Emergency Medical Services Council, Inc., for the purchase of rescue equipment for the  
28 Chignik Bay emergency medical services response team.

29 (g) The sum of \$100,000 is appropriated from the general fund to the Department of  
30 Education for payment as a grant under AS 37.05.316 to the Bristol Bay Borough School  
31 District for the Bristol Bay computer lab upgrade.

1 (h) The sum of \$14,535 is appropriated from the general fund to the Alaska Public  
2 Broadcasting Commission for payment as a grant under AS 44.21.268 to the Alaska Public  
3 Radio Network for the acquisition of equipment for the St. Paul Island satellite downlink.

4 (i) The sum of \$8,883 is appropriated from the general fund to the Alaska Public  
5 Broadcasting Commission for payment as a grant under AS 44.21.268 to the Alaska Public  
6 Radio Network for the acquisition of equipment for the Unalaska satellite downlink.

7 (j) The sum of \$500,000 is appropriated from the general fund to the Department of  
8 Community and Regional Affairs for payment as a grant under AS 37.05.317 to the  
9 unincorporated community of Pedro Bay for equipment and for the design, engineering, and  
10 construction of the road and trail systems.

11 (k) The sum of \$100,000 is appropriated from the general fund to the Department of  
12 Administration for payment as a grant under AS 37.05.315 to the City of Dillingham for  
13 harbor improvements, including safety and security upgrades.

14 (l) The sum of \$100,000 is appropriated from the general fund to the Department of  
15 Administration for payment as a grant under AS 37.05.315 to the City of Kwethluk for the  
16 washeteria and water treatment plant building health and safety improvements.

17 (m) The sum of \$300,000 is appropriated from the general fund to the Department of  
18 Administration for payment as a grant under AS 37.05.315 to the Lake and Peninsula Borough  
19 for the design, engineering, construction, and equipment for the Egegik public dock.

20 (n) If the amount deposited in the general fund by the appropriation made in sec. 62  
21 of this Act is less than \$2,301,712, then the appropriations made by this section shall be  
22 reduced in proportion to the amount of the shortfall.

23 \* Sec. 64. Section 19, ch. 79, SLA 1993, page 41, lines 28 - 29, is amended to read:

24 ALLOCATIONS

25 Unalaska - 2,850,000

26 Icy Creek Dam

27 Design and construction

28 and municipal landfill

29 (ED 40)

30 \* Sec. 65. The unexpended and unobligated balance of the appropriation made in sec. 152,  
31 ch. 5, FSSLA 1992, page 33, line 15 (regional boarding school feasibility study - \$200,000)

1 is reappropriated to the Department of Education for payment as a grant under AS 37.05.316  
 2 to the Galena School District for planning and analysis for a regional boarding school in  
 3 Galena.

4 \* Sec. 66. The unexpended and unobligated balance of the appropriation made in sec. 152,  
 5 ch. 5, FSSLA 1992, page 43, line 17, that is allocated on page 45, line 4 (Fireweed Lane,  
 6 Seward Highway to Spenard safety upgrades - \$1,584,000) is repealed.

7 \* Sec. 67. (a) Legislative Findings and Purpose. The legislature finds that

8 (1) as a result of the judgment entered by the United States District Court in  
 9 the criminal case United States of America v. Exxon Shipping Company and Exxon  
 10 Corporation, No. A90-015 CR, the state received \$50,000,000 in restitution "to be used by the  
 11 State of Alaska . . . exclusively for restoration projects, within the State of Alaska, relating  
 12 to the 'Exxon Valdez' oil spill";

13 (2) the judgment defines restoration as including "restoration, replacement, and  
 14 enhancement of affected resources; acquisition of equivalent resources and services, and long-  
 15 term environmental monitoring and research programs directed to the prevention, containment,  
 16 cleanup, and amelioration of oil spills";

17 (3) the money received by the state in restitution is held in the Exxon Valdez  
 18 oil spill restoration fund, established by the Department of Revenue, to implement the form  
 19 of the judgment;

20 (4) the appropriation in (b) of this section is made in order to achieve the  
 21 purposes in the court's restitution order.

22 (b) The sum of \$550,000 of interest accrued during the fiscal year that ends June 30,  
 23 1995, on the restitution payment described in (a) of this section is appropriated from the  
 24 Exxon Valdez oil spill restoration fund described in (a) of this section to the Department of  
 25 Transportation and Public Facilities for the maintenance and repair of the oil spill response  
 26 equipment storage facilities and docks at Tatitlik and Chenega.

27 \* Sec. 68. (a) Section 19, ch. 79, SLA 1993, page 48, lines 8 - 10, is amended to read:

	APPROPRIATION	GENERAL
	ITEMS	FUND
28 Petersiurg - Water System Access	<u>1,700,000</u>	<u>1,700,000</u>
29 and Improvement Project at Cabin	[1,800,000]	[1,800,000]

1 Creek (ED 2)

2 (b) The sum of \$100,000 is appropriated from the general fund to the Department of  
3 Administration for payment as a grant under AS 37.05.315 to the City of Wrangell for  
4 Zimovia Highway water and sewer laterals.

5 \* Sec. 69. (a) An amount equal to the interest that will accrue on the loan between the  
6 City and Borough of Sitka and the former Alaska Power Authority that was funded by an  
7 appropriation made in sec. 243, ch. 141, SLA 1982, in the period from January 1, 1994,  
8 through the repayment of the loan is appropriated from the general fund to the Department  
9 of Community and Regional Affairs for deposit in the power project fund (AS 42.45.010) to  
10 satisfy the interest payments beginning with the payment due July 1, 1994, required under the  
11 loan.

12 (t) An amount equal to the appropriation made by (a) of this section is appropriated  
13 from the power project fund (AS 42.45.010) to the general fund.

14 \* Sec. 70. Section 139, ch. 208, SLA 1990, page 88, line 8, is amended to read:

	APPROPRIATION	GENERAL
	ITEMS	FUND
15		
16		
17	Anchorage - Cambridge Way/Tudor	
18	Road traffic signal <u>and</u>	
19	<u>Cambridge Way improvements</u>	
20	(ED 7 - 15) 18,000	18,000

21 \* Sec. 71. Section 139, ch. 208, SLA 1990, page 90, line 17, is amended to read:

	APPROPRIATION	GENERAL
	ITEMS	FUND
22		
23		
24	Anchorage - Cambridge Way/Tudor	
25	Road - traffic signal	
26	purchase and installation	
27	<u>and Cambridge Way improve-</u>	
28	<u>ments</u> (Ed 7 - 15) 152,000	152,000

29 \* Sec. 72. The unexpended and unobligated balance of the appropriation made in  
30 sec. 154, ch. 5, FSSLA 1992, page 93, line 14 (Municipality of Anchorage - signalization  
31 at 36th Ave. at Cottonwood St. and Locarno St. - \$214,000) is reappropriated to the

1 Department of Transportation and Public Facilities for resurfacing Lake Otis Boulevard  
2 between 36th Avenue and Tudor Road.

3 \* Sec. 73. The appropriations made by secs. 28, 33(b) and (c), 43, 49, 50(b), (c), (d),  
4 and (e), 55 - 57, 60, 61, 63(g), (h), (i), and (j), 65, and 72 of this Act are for capital  
5 projects and lapse under AS 37.05.020.

6 \* Sec. 74. Section 24 of this Act is retroactive to August 11, 1993.

7 \* Sec. 75. This Act takes effect immediately under AS 01.10.070(c).