

ALASKA LEGISLATURE

HOUSE and SENATE FINANCE COMMITTEE FILES, 2005-2006 3080

FISCAL NOTE

STATE OF ALASKA
2006 LEGISLATIVE SESSION

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

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

Expenditures/Revenues (Thousands of Dollars)

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

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

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

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

Estimate of any current year (FY2006) cost: 0.0

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

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

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

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

THE
FOLLOWING
DOCUMENT(S)
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COPIES

Alaska State Legislature



House of Representatives
House Judiciary Committee

State Capitol, Room 120
Juneau, Alaska 99801-1182
(907) 465-4990

Adopted by the Judiciary Committee
April 19, 2006

Letter of Intent
HCS SB 261 (JUD)

The Alaska Traffic Manual requires that signs be posted in each Traffic Safety Corridor and Safety Zone at intervals no greater than every five miles. The signs must state that traffic fines are doubled. The Legislature requests that the manual be revised to require that such signs be posted at intervals no greater than every three miles.

A handwritten signature in cursive script, reading "Lesil McGuire".

Representative Lesil McGuire, Chair, House Judiciary Committee

COMMITTEE COPY

HOUSE CONCURRENT RESOLUTION NO.
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FOURTH LEGISLATURE - SECOND SESSION

BY THE HOUSE JUDICIARY COMMITTEE

Introduced:
Referred:

A RESOLUTION

1 **Suspending Rules 24(c), 35, 41(b), and 42(e), Uniform Rules of the Alaska State**
2 **Legislature, concerning Senate Bill No. 261, relating to traffic safety corridors.**

3 **BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

4 That under Rule 54, Uniform Rules of the Alaska State Legislature, the provisions of
5 Rules 24(c), 35, 41(b), and 42(e), Uniform Rules of the Alaska State Legislature, regarding
6 changes to the title of a bill, are suspended in consideration of Senate Bill No. 261, relating to
7 traffic safety corridors.

Dear President Stevens:

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

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

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

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

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

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

I urge your prompt and favorable action on this measure.

Sincerely yours,

Frank H. Murkowski
Governor

SAFETY ZONE

What is a Traffic Safety Corridor?

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

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

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

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

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

DOUBLE FINES

SAFETY ZONE

What Alaska is Doing

Alaska Legislation – SB 261, HB 417 Safety Corridor Designation under legislation.
Roadway Screening – Crash data reviews, field safety checks
Trooper Funding – Alaska Highway Safety Office funding of DUI enforcement
Education Campaigns – Chill Out; Buckle Up; You Drink, You Drive, You Lose

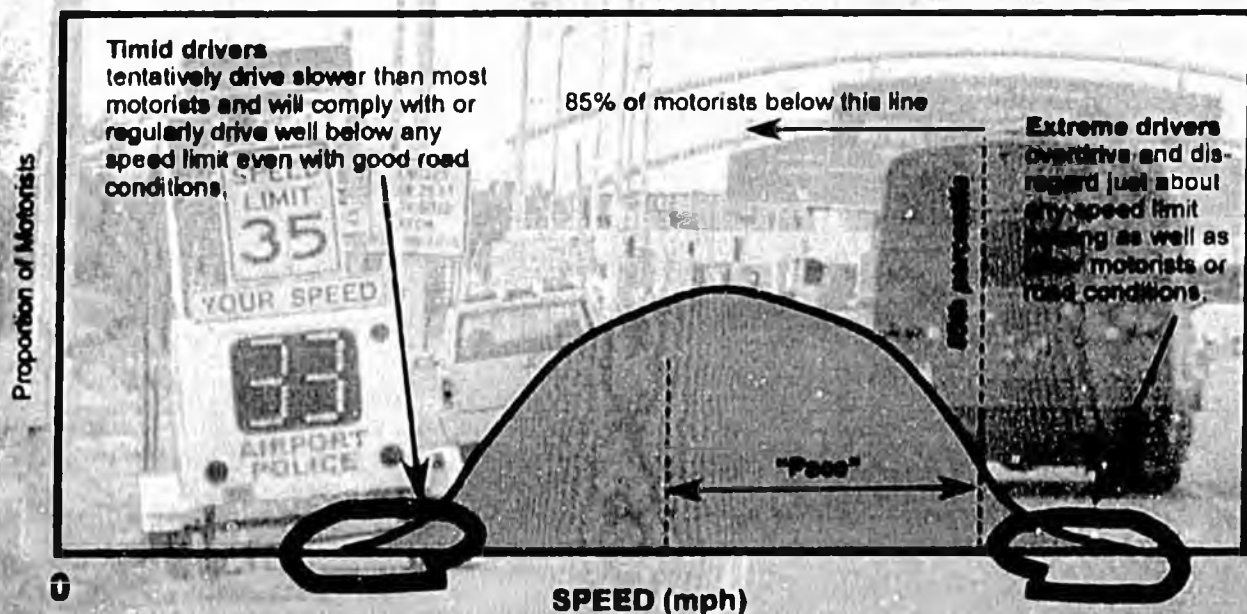
Education, Enforcement, and Engineering efforts have been ongoing for years. Safety Corridors focus additional resources for these efforts to a particular highway segment.

Potential Alaska Safety Corridor Candidates

- Knik-Goose Bay Road – Wasilla to Pt. McKenzie Rd
- Parks Highway – Wasilla to Big Lake
- Palmer-Wasilla Highway – Glenn Hwy to Parks Hwy
- Seward Highway – Anchorage to Girdwood
- Sterling Highway – Soldotna to Sterling

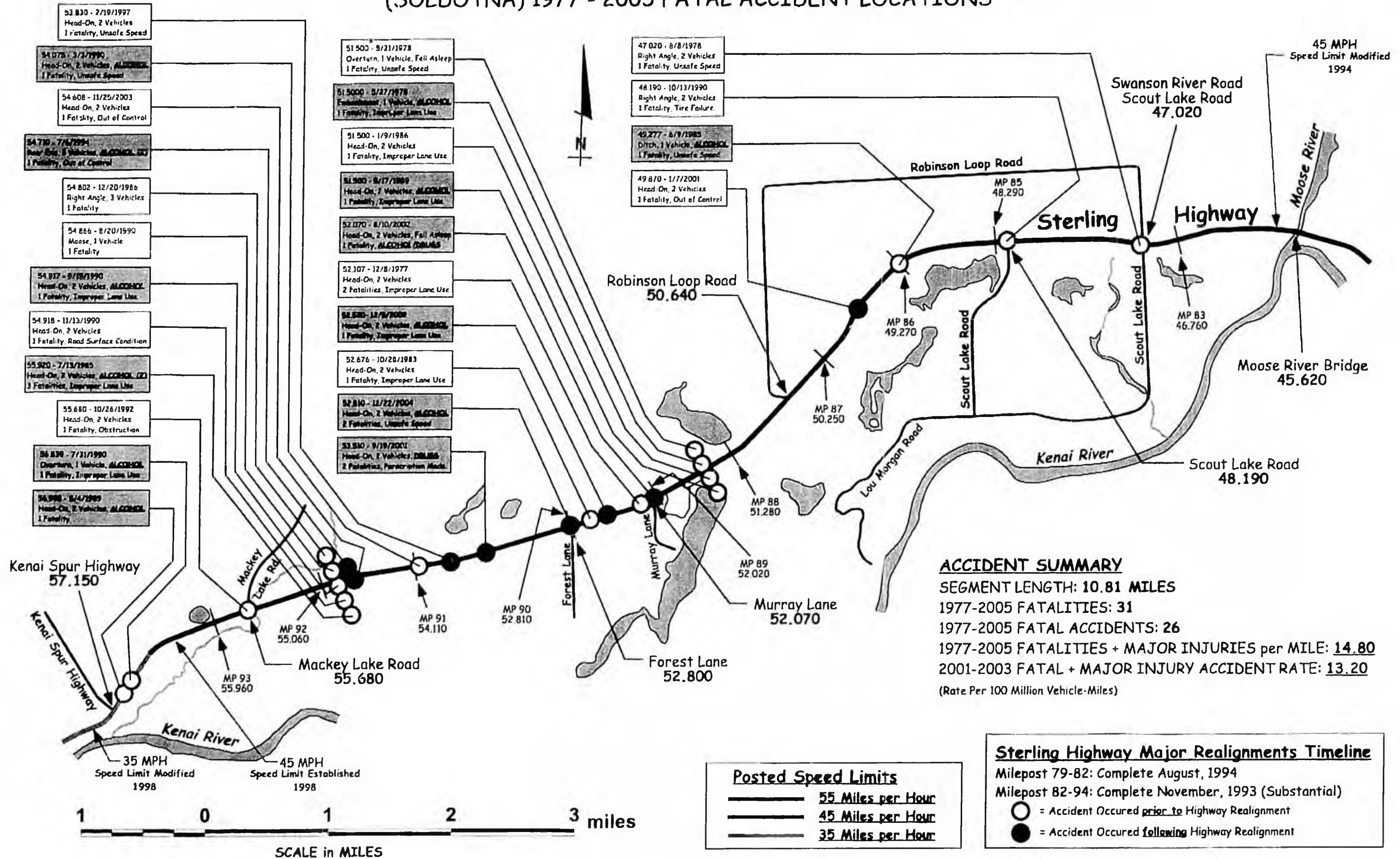
Increased safety can be achieved when the road meets driver expectations and motorists drive consistently. Combined engineering, education and enforcement is needed to maximize safe driving behavior. Most motorists drive reasonably and consistently within the law. Ideally, all motorists would, much like a bell curve without the traffic conflicts caused by motorists on each end of the scale.

TYPICAL SPEED DISTRIBUTION OF TRAFFIC ON MOST ROADS



The 85th percentile is the ideal speed limit posting when the "PACE" contains the most motorists. Red areas are GOOD targets for enforcement when the speed limit, pace, and 85th percentile are well matched.

STERLING HIGHWAY: MOOSE RIVER (STERLING SCALEHOUSE) to KENAI SPUR ROAD (SOLDOTNA) 1977 - 2005 FATAL ACCIDENT LOCATIONS



- 53 830 - 2/19/1997
Head-On, 2 Vehicles
1 Fatality, Unsafe Speed
- 54 078 - 3/3/1990
Head-On, 2 Vehicles, ALCOHOL
1 Fatality, Unsafe Speed
- 54 608 - 11/25/2003
Head-On, 2 Vehicles
1 Fatality, Out of Control
- 54 710 - 7/6/1994
Rear-End, 3 Vehicles, ALCOHOL, DBLMS
1 Fatality, Out of Control
- 54 802 - 12/20/1986
Right Angle, 3 Vehicles
1 Fatality
- 54 866 - 8/20/1990
Moose, 1 Vehicle
1 Fatality
- 54 917 - 9/18/1990
Head-On, 2 Vehicles, ALCOHOL
1 Fatality, Improper Lane Use
- 54 918 - 11/13/1990
Head-On, 2 Vehicles
1 Fatality, Road Surface Condition
- 55 920 - 7/13/1985
Head-On, 2 Vehicles, ALCOHOL, DBLMS
3 Fatalities, Improper Lane Use
- 55 660 - 10/26/1992
Head-On, 2 Vehicles
1 Fatality, Obstruction
- 56 830 - 7/31/1990
Overturn, 1 Vehicle, ALCOHOL
1 Fatality, Improper Lane Use
- 56 998 - 6/4/1989
Head-On, 2 Vehicles, ALCOHOL
1 Fatality

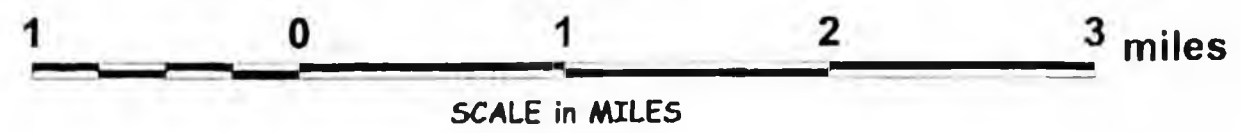
- 51 500 - 9/21/1978
Overturn, 1 Vehicle, Fall Asleep
1 Fatality, Unsafe Speed
- 51 500 - 5/27/1978
Overturn, 1 Vehicle, ALCOHOL
1 Fatality, Improper Lane Use
- 51 500 - 1/9/1986
Head-On, 2 Vehicles
1 Fatality, Improper Lane Use
- 51 500 - 9/17/1989
Head-On, 2 Vehicles, ALCOHOL
1 Fatality, Improper Lane Use
- 52 070 - 8/10/2002
Head-On, 2 Vehicles, Fall Asleep
1 Fatality, ALCOHOL, DBLMS
- 52 107 - 12/8/1977
Head-On, 2 Vehicles
2 Fatalities, Improper Lane Use
- 52 580 - 12/9/2000
Head-On, 2 Vehicles, ALCOHOL
1 Fatality, Improper Lane Use
- 52 676 - 10/20/1983
Head-On, 2 Vehicles
1 Fatality, Improper Lane Use
- 52 810 - 12/22/2004
Head-On, 2 Vehicles, ALCOHOL
2 Fatalities, Unsafe Speed
- 53 510 - 9/19/2001
Head-On, 2 Vehicles, DBLMS
2 Fatalities, Paratrophy Made

- 47 020 - 8/8/1978
Right Angle, 2 Vehicles
1 Fatality, Unsafe Speed
- 48 190 - 10/13/1990
Right Angle, 2 Vehicles
1 Fatality, Tire Failure
- 49 277 - 6/9/1985
Ditch, 1 Vehicle, ALCOHOL
1 Fatality, Unsafe Speed
- 49 870 - 1/7/2001
Head-On, 2 Vehicles
1 Fatality, Out of Control

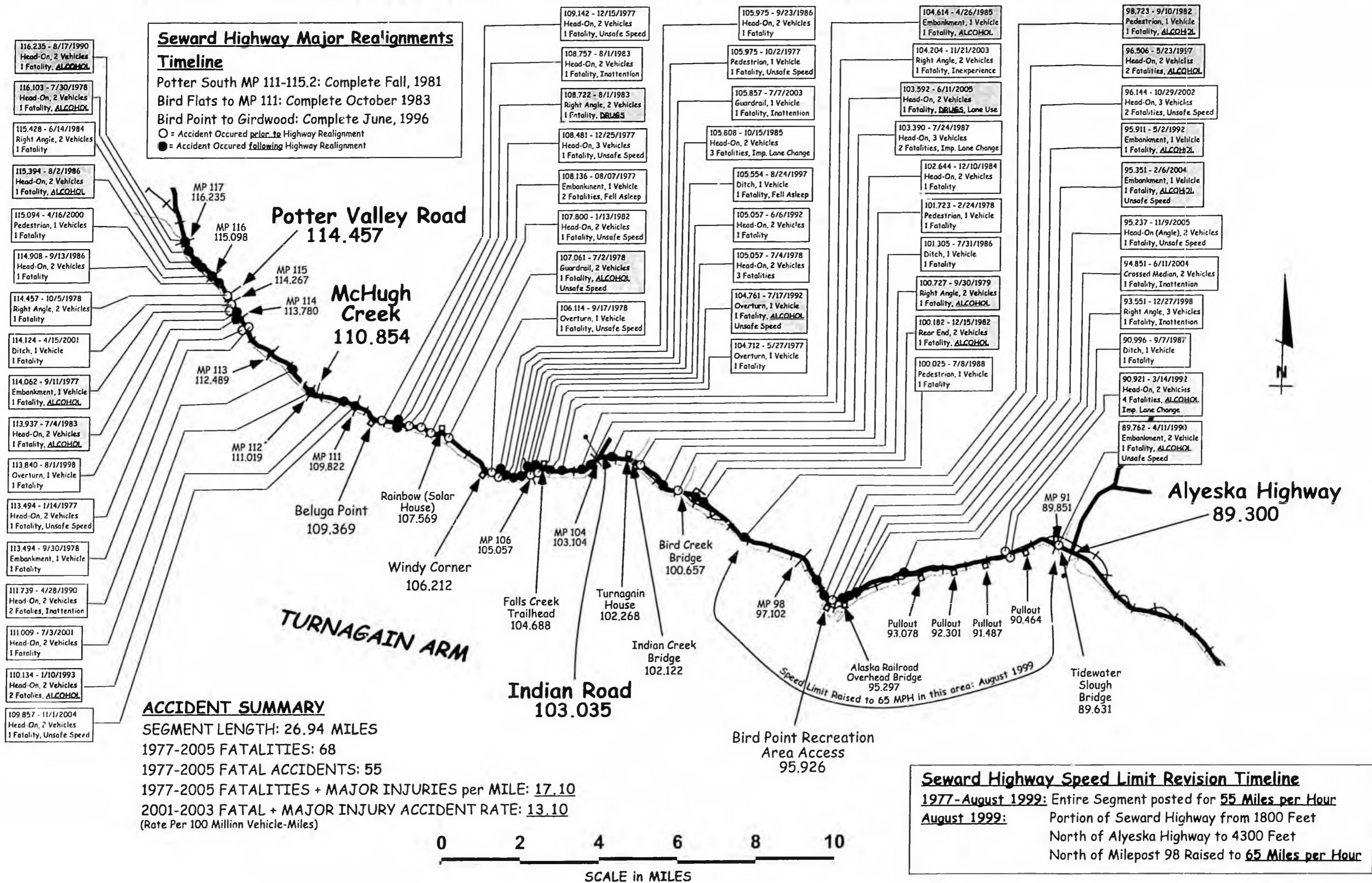
ACCIDENT SUMMARY
 SEGMENT LENGTH: 10.81 MILES
 1977-2005 FATALITIES: 31
 1977-2005 FATAL ACCIDENTS: 26
 1977-2005 FATALITIES + MAJOR INJURIES per MILE: 14.80
 2001-2003 FATAL + MAJOR INJURY ACCIDENT RATE: 13.20
 (Rate Per 100 Million Vehicle-Miles)

Sterling Highway Major Realignments Timeline
 Milepost 79-82: Complete August, 1994
 Milepost 82-94: Complete November, 1993 (Substantial)
 ○ = Accident Occurred prior to Highway Realignment
 ● = Accident Occurred following Highway Realignment

Posted Speed Limits
 ——— 55 Miles per Hour
 ——— 45 Miles per Hour
 ——— 35 Miles per Hour



SEWARD HIGHWAY: POTTER MARSH TO GIRDWOOD 1977 - 2005 FATAL ACCIDENT LOCATIONS



PARKS HIGHWAY: LUCUS ROAD TO ALASKA RAILROAD - HOUSTON CROSSING (MP 56)

1977 - 2005 FATAL ACCIDENT LOCATIONS

ACCIDENT SUMMARY

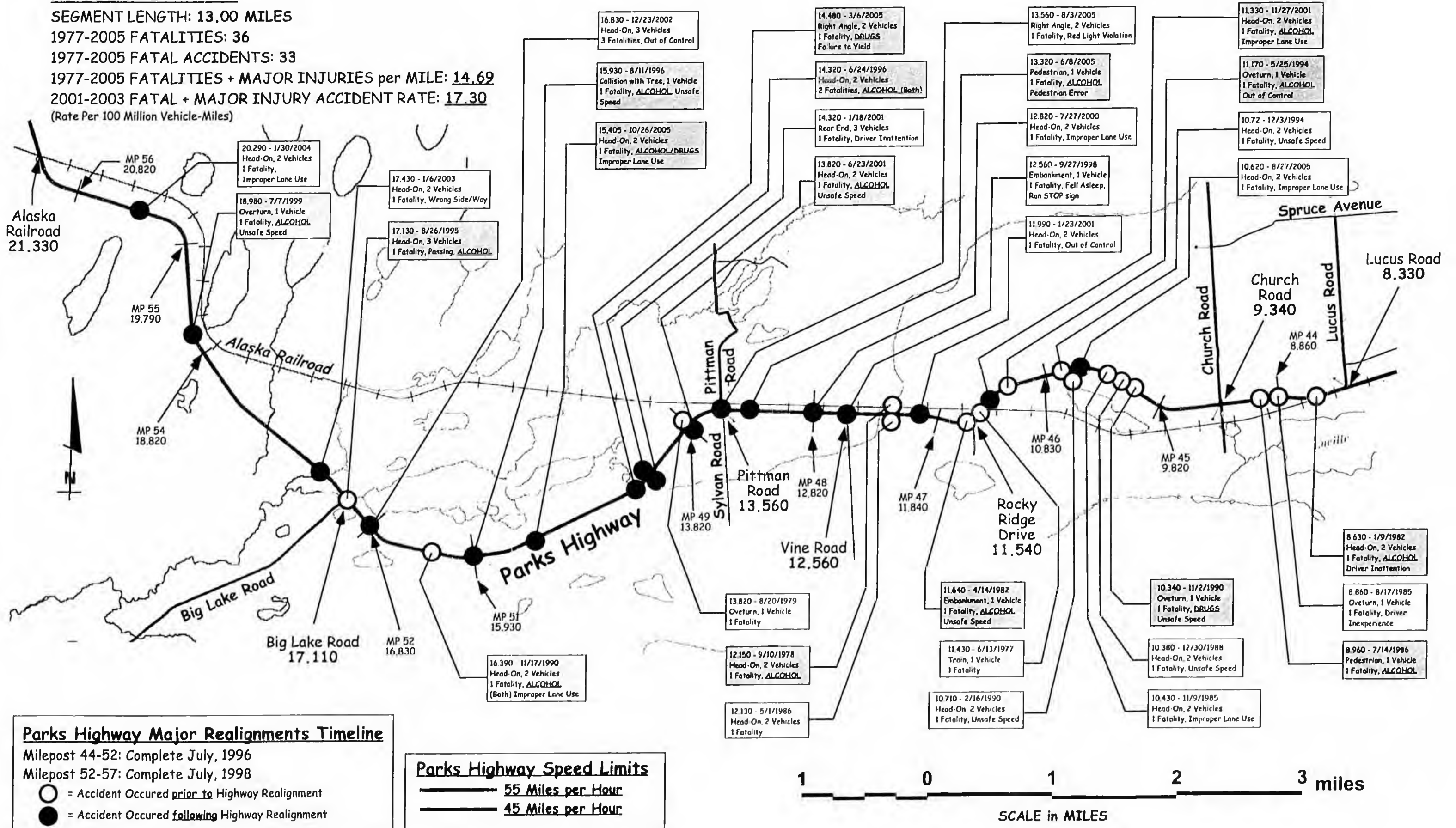
SEGMENT LENGTH: 13.00 MILES

1977-2005 FATALITIES: 36

1977-2005 FATAL ACCIDENTS: 33

1977-2005 FATALITIES + MAJOR INJURIES per MILE: 14.69

2001-2003 FATAL + MAJOR INJURY ACCIDENT RATE: 17.30
(Rate Per 100 Million Vehicle-Miles)



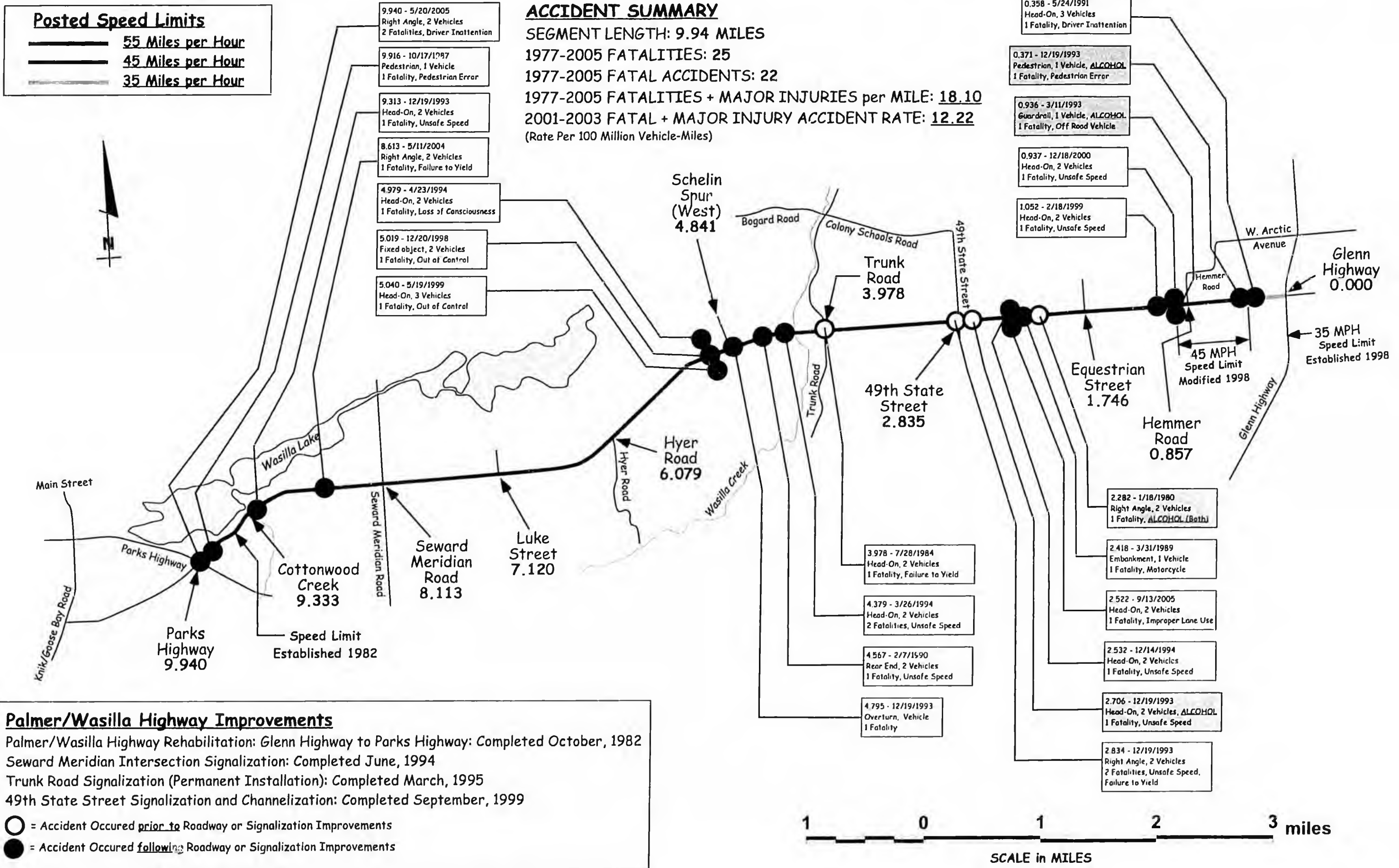
PALMER/WASILLA HIGHWAY: GLENN HIGHWAY TO PARKS HIGHWAY 1977 - 2005 FATAL ACCIDENT LOCATIONS

Posted Speed Limits

- 55 Miles per Hour
- 45 Miles per Hour
- 35 Miles per Hour

ACCIDENT SUMMARY

SEGMENT LENGTH: 9.94 MILES
 1977-2005 FATALITIES: 25
 1977-2005 FATAL ACCIDENTS: 22
 1977-2005 FATALITIES + MAJOR INJURIES per MILE: 18.10
 2001-2003 FATAL + MAJOR INJURY ACCIDENT RATE: 12.22
 (Rate Per 100 Million Vehicle-Miles)

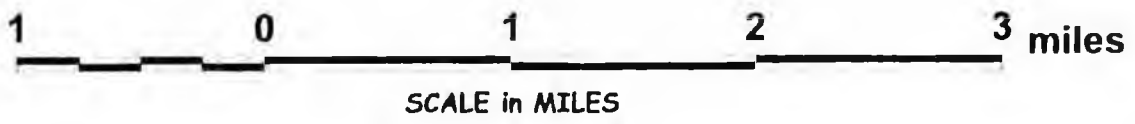


Palmer/Wasilla Highway Improvements

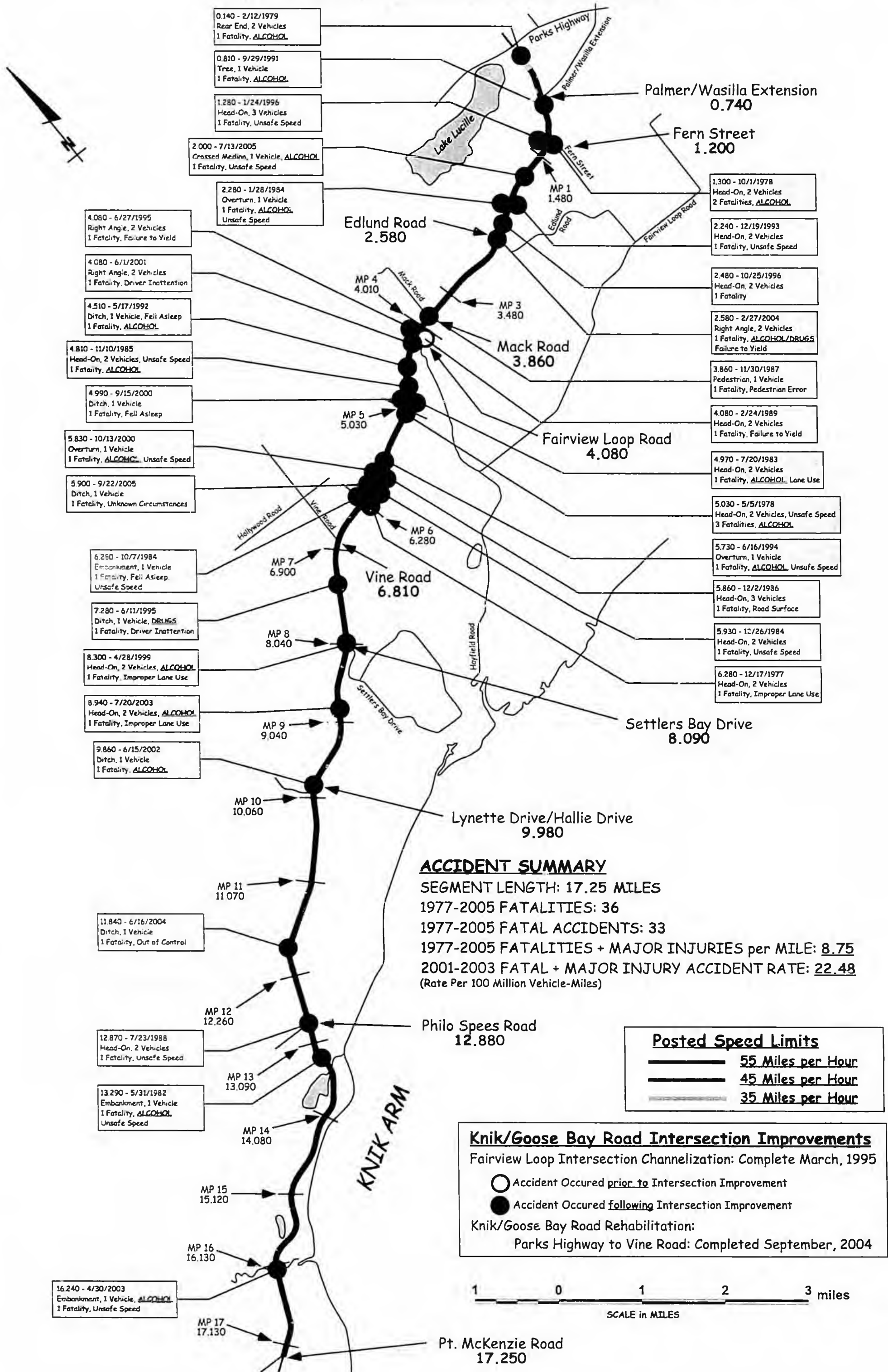
- Palmer/Wasilla Highway Rehabilitation: Glenn Highway to Parks Highway: Completed October, 1982
- Seward Meridian Intersection Signalization: Completed June, 1994
- Trunk Road Signalization (Permanent Installation): Completed March, 1995
- 49th State Street Signalization and Channelization: Completed September, 1999

○ = Accident Occurred prior to Roadway or Signalization Improvements
 ● = Accident Occurred following Roadway or Signalization Improvements

- 9.940 - 5/20/2005
Right Angle, 2 Vehicles
2 Fatalities, Driver Inattention
- 9.916 - 10/17/1987
Pedestrian, 1 Vehicle
1 Fatality, Pedestrian Error
- 9.313 - 12/19/1993
Head-On, 2 Vehicles
1 Fatality, Unsafe Speed
- 8.613 - 5/11/2004
Right Angle, 2 Vehicles
1 Fatality, Failure to Yield
- 4.979 - 4/23/1994
Head-On, 2 Vehicles
1 Fatality, Loss of Consciousness
- 5.019 - 12/20/1998
Fixed object, 2 Vehicles
1 Fatality, Out of Control
- 5.040 - 5/19/1999
Head-On, 3 Vehicles
1 Fatality, Out of Control
- 0.358 - 5/24/1991
Head-On, 3 Vehicles
1 Fatality, Driver Inattention
- 0.371 - 12/19/1993
Pedestrian, 1 Vehicle, ALCOHOL
1 Fatality, Pedestrian Error
- 0.936 - 3/11/1993
Guardrail, 1 Vehicle, ALCOHOL
1 Fatality, Off Road Vehicle
- 0.937 - 12/18/2000
Head-On, 2 Vehicles
1 Fatality, Unsafe Speed
- 1.052 - 2/18/1999
Head-On, 2 Vehicles
1 Fatality, Unsafe Speed
- 2.282 - 1/18/1980
Right Angle, 2 Vehicles
1 Fatality, ALCOHOL (Both)
- 2.418 - 3/31/1989
Embarkment, 1 Vehicle
1 Fatality, Motorcycle
- 2.522 - 9/13/2005
Head-On, 2 Vehicles
1 Fatality, Improper Lane Use
- 2.532 - 12/14/1994
Head-On, 2 Vehicles
1 Fatality, Unsafe Speed
- 2.706 - 12/19/1993
Head-On, 2 Vehicles, ALCOHOL
1 Fatality, Unsafe Speed
- 2.834 - 12/19/1993
Right Angle, 2 Vehicles
2 Fatalities, Unsafe Speed, Failure to Yield

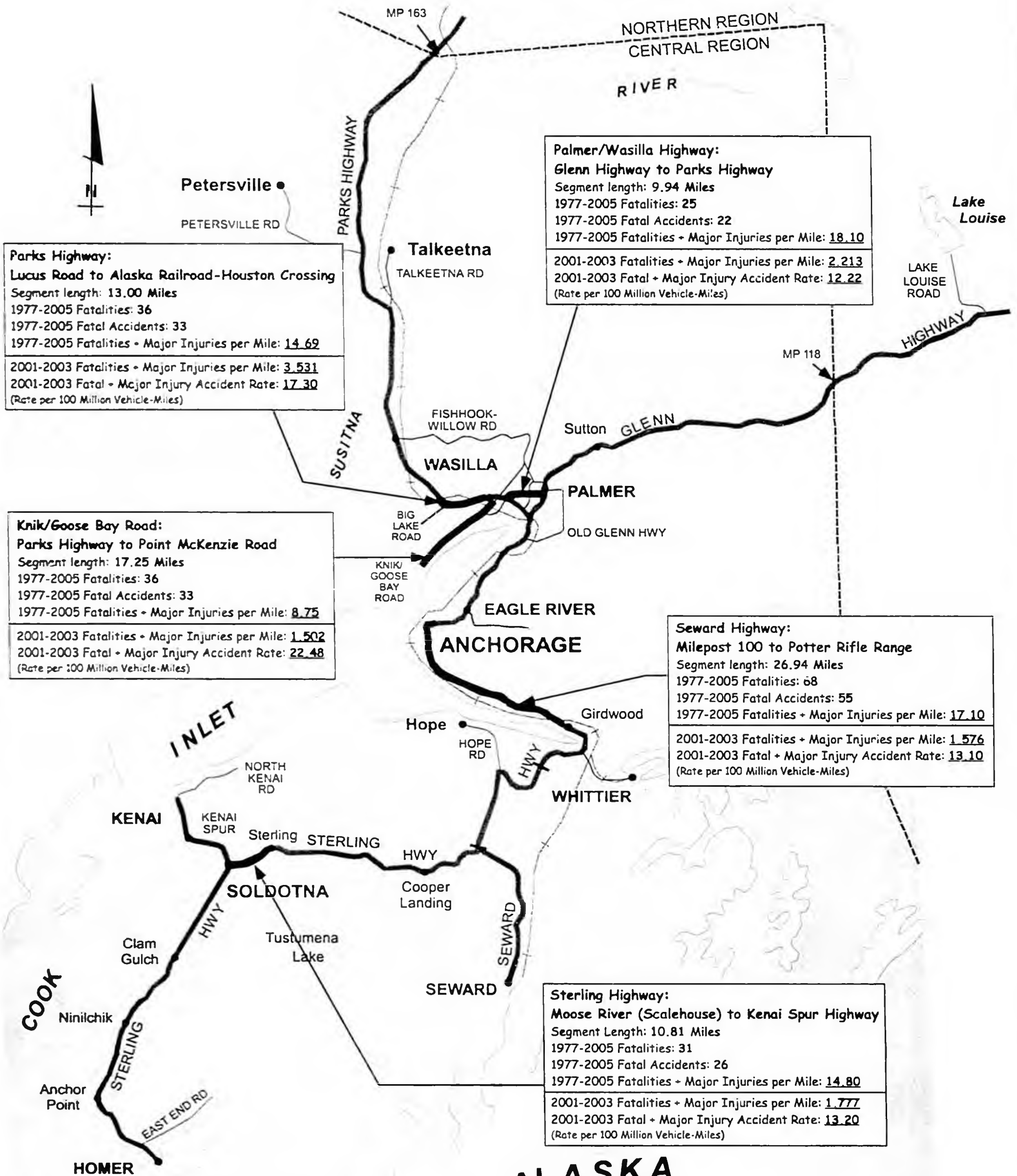


KNIK/GOOSE BAY ROAD: PARKS HIGHWAY TO POINT MCKENZIE ROAD 1977 - 2005 FATAL ACCIDENT LOCATIONS



Leading Rural Highway Candidates for Traffic Safety Corridor Designation

Central Region (Using 1977-2005 Accident Data)



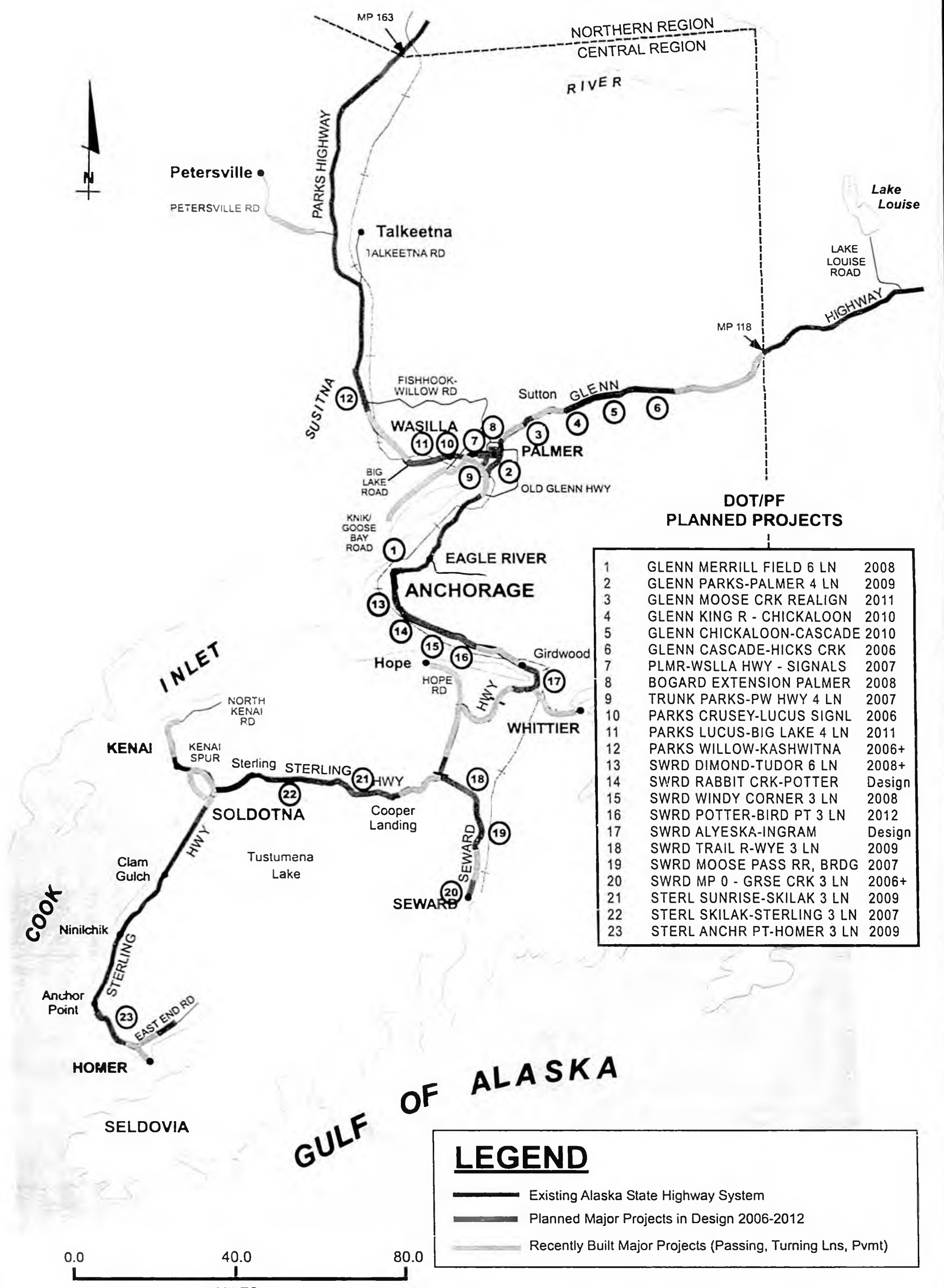
LEGEND

2001-2003 Central Region NHS Rural Route AVERAGES
AVERAGE Fatalities + Major Injuries per Mile: 0.777
AVERAGE Fatal + Major Injury Accident Rate: 9.019
(Rate per 100 Million Vehicle-Miles)

-  Top Rural Highway Safety Corridor Candidates
(Fatal + Major Injuries per mile and Fatal + Major Injury Accident Rate)
-  Existing Alaska State Highway System



Major Highway Projects Planned and Built, Central Region

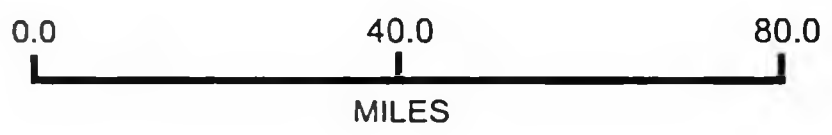


DOT/PF PLANNED PROJECTS

1	GLENN MERRILL FIELD 6 LN	2008
2	GLENN PARKS-PALMER 4 LN	2009
3	GLENN MOOSE CRK REALIGN	2011
4	GLENN KING R - CHICKALOON	2010
5	GLENN CHICKALOON-CASCADE	2010
6	GLENN CASCADE-HICKS CRK	2006
7	PLMR-WSLLA HWY - SIGNALS	2007
8	BOGARD EXTENSION PALMER	2008
9	TRUNK PARKS-PW HWY 4 LN	2007
10	PARKS CRUSEY-LUCUS SIGNL	2006
11	PARKS LUCUS-BIG LAKE 4 LN	2011
12	PARKS WILLOW-KASHWITNA	2006+
13	SWRD DIMOND-TUDOR 6 LN	2008+
14	SWRD RABBIT CRK-POTTER	Design
15	SWRD WINDY CORNER 3 LN	2008
16	SWRD POTTER-BIRD PT 3 LN	2012
17	SWRD ALYESKA-INGRAM	Design
18	SWRD TRAIL R-WYE 3 LN	2009
19	SWRD MOOSE PASS RR, BRDG	2007
20	SWRD MP 0 - GRSE CRK 3 LN	2006+
21	STERL SUNRISE-SKILAK 3 LN	2009
22	STERL SKILAK-STERLING 3 LN	2007
23	STERL ANCHR PT-HOMER 3 LN	2009

LEGEND

- Existing Alaska State Highway System
- Planned Major Projects in Design 2006-2012
- Recently Built Major Projects (Passing, Turning Lns, Pvmnt)



SB

261

SFIN

FILE

SENATE FINANCE COMMITTEE REPORT

REPORTED OUT
MAR 21 2006
 SENATE FINANCE COMMITTEE

DATE: 3/15/06

FURTHER:

DATE TURNED
 IN TO OFFICE: 3/21/06

Finance Committee considered

SENATE BILL NO. 261

SB 261 REGULATION OF HWYS; TRAFFIC OFFENSES

"An Act relating to the designation of traffic safety corridors; relating to the bail or fine for an offense committed in a traffic safety corridor and to separately accounting for such fines; and providing for an effective date."

and recommends:

- be replaced with _____ CS SB 261 (FIN)
- adopt previous _____ CS _____ (_____)
- attached amendment(s)
- adopt Letter of Intent by _____ Committee
- further referral to _____ Committee

CS Senate Bill:
 Same Title
 New Title

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

NEW FISCAL NOTE(S):

Department	Date	Fiscal	Ind.	Zero	FN#
AK Court	3/17/06			✓	

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Ind.	Zero	FN#
DOT	1/30/06	5,170			1
DPS	1/27/06			✓	2

APPROPRIATION - no fiscal note

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

FISCAL NOTE

STATE OF ALASKA
2006 LEGISLATIVE SESSION

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

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

Expenditures/Revenues (Thousands of Dollars)

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

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

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

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

Estimate of any current year (FY2006) cost: 0.0
 Mark this box (X) if funding for this bill is included in the Governor's FY 2007 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

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

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

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

FISCAL NOTE

REPORTED OUT
MAR 21 2006
 SENATE FINANCE COMMITTEE

STATE OF ALASKA
 2006 LEGISLATIVE SESSION

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

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

Expenditures/Revenues (Thousands of Dollars)

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

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

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

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

Estimate of any current year (FY2006) cost: 0.0
 Mark this box (X) if funding for this bill is included in the Governor's FY 2006 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

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

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

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

FISCAL NOTE

REPORTED OUT
MAR 21 2006
 SENATE FINANCE COMMITTEE

STATE OF ALASKA
 2006 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: CSSB261(TRA)-Courts-3-17-06
 () Publish Date: _____

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

Expenditures/Revenues (Thousands of Dollars)

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

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

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

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

Estimate of any current year (FY2006) cost: 0.0

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

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

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

Prepared by: Doug Wooliver, Administrative Attorney
 Division: Alaska Court System
 Approved by: Doug Wooliver for Stephanie Cole, Administrative Director
 Agency: Alaska Court System

Phone 463-4750
 Date/Time 3/17/06 @ 8:00 am
 Date 3/17/2006

CS FOR SENATE BILL NO. 261(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FOURTH LEGISLATURE - SECOND SESSION

BY THE SENATE TRANSPORTATION COMMITTEE

Offered: 3/15/06
Referred: Finance

Sponsor(s): SENATE RULES COMMITTEE BY REQUEST OF THE GOVERNOR

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to the designation of traffic safety corridors; relating to the bail or fine
2 for an offense committed in a traffic safety corridor and to separately accounting for
3 such fines; and providing for an effective date."

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

5 * Section 1. AS 19.10 is amended by adding a new section to read:

6 Sec. 19.10.075. Designation of traffic safety corridors; fines. (a) To promote
7 traffic safety, the department may designate a portion of a highway to be a traffic
8 safety corridor. The commissioner shall establish criteria for the designation and
9 continuation of traffic safety corridors. In establishing the criteria, the commissioner
10 may consider accident data and reports, the type and volume of vehicular traffic,
11 engineering and traffic studies, and other relevant factors. Before the department
12 designates a traffic safety corridor, the commissioner shall consult with the
13 commissioner of public safety and may consult with other local, state, and federal
14 agencies with responsibility for traffic safety. A motor vehicle or traffic offense

shall

1 committed in a traffic safety corridor is subject to a double fine as provided in
 2 AS 28.40.070. The department shall erect signs designating traffic safety corridors and
 3 alerting the public that motor vehicle and traffic offenses committed within a corridor
 4 are subject to double fines. A claim for damages may not be made against the state or
 5 its officers, employees, or agents for an act or omission relating to the designation of
 6 and erection of signs regarding a traffic safety corridor.

7 (b) The legislature may appropriate 50 percent of the fines for offenses
 8 committed in a traffic safety corridor imposed under AS 28.40.070 and collected and
 9 separately accounted for by the state under AS 37.05.142, to the division of the
 10 Department of Transportation and Public Facilities responsible for highway safety
 11 planning, for highway safety programs.

12 * Sec. 2. AS 28.05.151(d) is amended to read:

13 (d) The supreme court, in establishing scheduled amounts of bail under this
 14 section, and each municipality that establishes or has established a fine scheaule under
 15 this section shall provide that the scheduled amount of bail or fine, as applicable, for a
 16 motor vehicle or traffic offense that is committed in a highway work zone or traffic
 17 safety corridor shall be double the amount of the bail or fine for the offense if it had
 18 not been committed in a highway work zone or traffic safety corridor.

19 * Sec. 3. AS 28.40.070 is amended to read:

20 **Sec. 28.40.070. Fines for offenses committed within highway work zones**
 21 **and traffic safety corridors doubled.** Whenever a person violates a provision of this
 22 title or a regulation adopted under the authority of this title within a highway work
 23 zone or traffic safety corridor, notwithstanding the amount of the fine or the
 24 maximum fine set under this title, the fine, or maximum fine, is double the amount
 25 provided in this title.

26 * Sec. 4. AS 28.40.070 is amended by adding new subsections to read:

27 (b) Fines imposed and collected under this section for offenses that are
 28 committed in a traffic safety corridor shall be separately accounted for under
 29 AS 37.05.142.

30 (c) Notwithstanding the requirements of (b) of this section and AS 37.05.142,
 31 the Alaska Court System shall deposit fines collected under this section for offenses

SENATE FINANCE COMMITTEE
3/21/2006 COMMITTEE ACTION

Bill Number	SB 261		
Amendment	# 1		
Motion	to adopt		
<u>Motion by</u>	Wilken		
<u>Objection by</u>	Green		
Removed	✓		
<u>Second Objection by</u>			
<u>Committee Member</u>	Y	<u>Vote</u>	N
Senator Bunde			
Senator Dyson			
Senator Hoffman			
Senator Olson			
Senator Stedman			
Co-Chair Wilken			
Co-Chair Green			
<u>Tally</u>			
Yea			
Nay			
Absent			
MOTION	ADOPTED		

Proof

24-GS2083VY

CS FOR SENATE BILL NO. 261(FIN)
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FOURTH LEGISLATURE - SECOND SESSION

BY THE SENATE FINANCE COMMITTEE

Offered:
Referred:

Sponsor(s): SENATE RULES COMMITTEE BY REQUEST OF THE GOVERNOR

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to the designation of traffic safety corridors; relating to the bail or fine
2 for an offense committed in a traffic safety corridor and to separately accounting for
3 such fines; and providing for an effective date."

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

5 * Section 1. AS 19.10 is amended by adding a new section to read:

6 Sec. 19.10.075. Designation of traffic safety corridors; fines. (a) To promote
7 traffic safety, the department may designate a portion of a highway to be a traffic
8 safety corridor. The commissioner shall establish criteria for the designation and
9 continuation of traffic safety corridors. In establishing the criteria, the commissioner
10 may consider accident data and reports, the type and volume of vehicular traffic,
11 engineering and traffic studies, and other relevant factors. Before the department
12 designates a traffic safety corridor, the commissioner shall consult with the
13 commissioner of public safety and shall consult with other local, state, and federal
14 agencies with responsibility for traffic safety. A motor vehicle or traffic offense

Amend
#1

1 committed in a traffic safety corridor is subject to a double fine as provided in
 2 AS 28.40.070. The department shall erect signs designating traffic safety corridors and
 3 alerting the public that motor vehicle and traffic offenses committed within a corridor
 4 are subject to double fines. A claim for damages may not be made against the state or
 5 its officers, employees, or agents for an act or omission relating to the designation of
 6 and erection of signs regarding a traffic safety corridor.

7 (b) The legislature may appropriate 50 percent of the fines for offenses
 8 committed in a traffic safety corridor imposed under AS 28.40.070 and collected and
 9 separately accounted for by the state under AS 37.05.142, to the division of the
 10 Department of Transportation and Public Facilities responsible for highway safety
 11 planning, for highway safety programs.

12 * Sec. 2. AS 28.05.151(d) is amended to read:

13 (d) The supreme court, in establishing scheduled amounts of bail under this
 14 section, and each municipality that establishes or has established a fine schedule under
 15 this section shall provide that the scheduled amount of bail or fine, as applicable, for a
 16 motor vehicle or traffic offense that is committed in a highway work zone or traffic
 17 safety corridor shall be double the amount of the bail or fine for the offense if it had
 18 not been committed in a highway work zone or traffic safety corridor.

19 * Sec. 3. AS 28.40.070 is amended to read:

20 Sec. 28.40.070. Fines for offenses committed within highway work zones
 21 and traffic safety corridors doubled. Whenever a person violates a provision of this
 22 title or a regulation adopted under the authority of this title within a highway work
 23 zone or traffic safety corridor, notwithstanding the amount of the fine or the
 24 maximum fine set under this title, the fine, or maximum fine, is double the amount
 25 provided in this title.

26 * Sec. 4. AS 28.40.070 is amended by adding new subsections to read:

27 (b) Fines imposed and collected under this section for offenses that are
 28 committed in a traffic safety corridor shall be separately accounted for under
 29 AS 37.05.142.

30 (c) Notwithstanding the requirements of (b) of this section and AS 37.05.142,
 31 the Alaska Court System shall deposit fines collected under this section for offenses

1 committed in a traffic safety corridor in the general fund if the fine is collected at a
2 court location where separate accounting for traffic safety corridor fines is not
3 achievable.

4 (d) The administrative director of the Alaska Court System shall notify the
5 Department of Administration

6 (1) of court locations where separate accounting under (b) of this
7 section is not achievable; and

8 (2) when a court location identified under (1) of this subsection
9 becomes able to separately account for fines under (b) of this section.

10 * Sec. 5. AS 28.40.100(a) is amended by adding a new paragraph to read:

11 (27) "traffic safety corridor" means a portion of a highway on which
12 signs have been erected designating that portion as a traffic safety corridor under
13 AS 19.10.075.

14 * Sec. 6. This Act takes effect immediately under AS 01.10.070(c).



Official Business

Alaska State Senate

Senate Finance Committee

Mail Stop 3100
State Capitol
Juneau, Alaska 99801-1152

FAX COVER SHEET

DATE: 3/21/06 TIME: 10:30 am

TO: Legal

NUMBER OF PAGES, INCLUDING COVER SHEET: 2

FROM: ROBIN PAUL
SENATE FINANCE CMTE. ASST. SECRETARY
PHONE: 465-2618
FAX: 465-2187

NOTES: FINAL Pls! CS SB 261 (FIN)

Version 24-GS2083
with One Amendment
attached

Thank You!
Robin

Section 2B.17 FINES HIGHER Plaque (R2-6)

DRAFT

Add the following at the end of the section:

Safety Zone Signing.

Support:

The SAFETY ZONE, BEGIN DOUBLE TRAFFIC FINES (R16-112) and END DOUBLE TRAFFIC FINES (R16-101) signs legally establish the beginning and end of safety zones.

Standard:

Safety corridor signing in accordance with AAC----- shall only be installed on rural roads that meet the following conditions:

1. Have a three-year fatal+major injury incident rate per mile that exceeds 110% of the statewide average for rural arterials.
2. Have a three-year fatal+major injury crash_rate per 100 million vehicle miles that exceeds 110% of the statewide average for rural arterials.
3. The DOT&PF and the police agency with jurisdiction agree on a coordinated traffic control / traffic patrol plan.
4. DOT&PF and the police agree the proposed safety zone will be effective in reducing highway crashes.
5. The police agency with jurisdiction agrees to define and provide a sustained level of enforcement high enough to increase safe driver behavior in the safety corridor.

No more than ten safety corridors shall exist in Alaska at one time.

Option.

The DOTPF may choose not to sign all road segments that meet the above criteria.

Support.

The two accident rates serve different purposes. The per-mile injury rate indicates crash concentration while the per-vehicle mile crash rate is an indication of correctability. If both thresholds are exceeded, safety countermeasures are expected to significantly reduce crashes.

Guidance.

Safety zones should include road segments of similar character and begin and end at logical and identifiable locations. If a short non-qualifying segment exists between two qualifying segments, consider extending the zone across the non-qualifying segment. Zones should be no shorter than 2 miles.

Standard.

Safety corridor signs shall be removed when the fatal + major injury rate per mile falls below the statewide average for a three year period.

Option.

Safety corridor signs may be removed sooner if the DOT&PF and police agency with jurisdiction agree the safety corridor is no longer effective or conditions have changed in a way that makes the safety corridor unnecessary.

Standard.

SAFETY ZONE, BEGIN DOUBLE TRAFFIC FINES signs and SAFETY ZONE SPEED LIMIT signs shall be posted at the beginning of every safety corridor, in that order.

END DOUBLE FINES (R16-101) sign shall be posted at the end of every double fine zone.

All existing regulatory speed limit signs within the double fines zone shall either be replaced with SAFETY ZONE SPEED LIMIT (R2-101) signs or supplemented with CW20-102 plaques.

When a double fine zone is longer than 5 miles, SAFETY ZONE SPEED LIMIT signs shall be posted at spacings not greater than 5 miles within the safety zone.

SAFETY ZONE SPEED LIMIT signs shall be installed on the main street on either side of major intersections within safety zones.

DRAFT

Proposed Criteria for Traffic Safety Corridor Selection

Ron Martindale & Scott Thomas 2-3-2006

The Alaska Legislature is currently considering new regulations that will create "Traffic Safety Corridors" on high accident routes in the State.

It is important to place these safety corridors where they are most needed. To that end, routes with significant numbers of fatal as well as major injury collisions may be the best candidates for this designation. The designation is best suited for major rural routes where typical patterns of fatal and major injury collisions (head on, for example) are segment based, while they are intersection based on urban roads

Routes with relatively few or random fatal crash events should not be designated in order to preserve the potential value and effectiveness of these designations.

Based on evaluation of fatal collision data from National Highway System Routes in the Central Region and other routes with higher numbers of fatal collisions, common concerns can be developed into recommended guidelines for safety zones. We also looked at traffic safety corridor guidelines in two other states to compare with our suggested criteria. These guidelines will need to be reviewed by the other two regions and the State Traffic Engineer. Routes evaluated to develop the suggested guidelines include:

- Seward Highway: Seward to Anchorage
- Sterling Highway: Seward Y Junction to Homer
- Parks Highway: Glenn Highway to MP 163 (Central Region Boundary)
- Glenn Highway: Anchorage to MP 118 (Central Region Boundary)
- Knik/Goose Bay Road: Parks Highway to Point McKenzie Road
- Eagle River Road: Old Glenn Highway to Eagle River Visitors Center
- East End Road (Homer): Pioneer/Lake Street to MP 22

There were 217 fatal accidents on these rural highways in the years 1994-2003. Crashes consist mostly of single vehicle run off the road, head on, rear end, and right angle collisions. Highway information and fatal accident statistics evaluated include:

Average Daily Traffic Volumes (10 year average)

Roadway segment character (Dividing highways into segments with similar roadway character)

Highway Segment Length

Fatal Accident Rates (fatal accidents per 100,000,000 vehicle/miles)

Fatal accidents per mile over a 10 year period

Fatal accident types:

- Head On (80 of 217 or 36.87%)
- Right Angle (14 of 217 or 6.45%)
- Rear End (10 of 217 or 4.61%)
- Single Vehicle run off the road (96 of 217 or 44.24%)
- Collisions with pedestrian or bicyclist (10 of 217 or 4.61 %)
- Collisions with Moose (7 of 217 or 3.23%)

For these statistics, segments that showed the highest degree of fatal collisions demonstrated several similar traffic characteristics. The following are some suggested criteria for selecting these safety corridors:

Average Daily Traffic Volumes. An average daily traffic volume of over 2000 vehicles/day, and

Highway Characteristics. Two lane two way facilities without medians (either raised or flush), and

Fatal Accident Rate. A fatal accident rate which exceeds either the US Average (1.46 in 2004) or a statewide average (1.709 for the Central Region routes listed earlier), and

Types of Fatal Collisions. More than ½ of the fatal collisions involve more than one vehicle (head on, right angle, rear end), in essence, where one driver is affecting another driver adversely, and

Logical Termini Highway Segments. Should be of similar character and begin and end at logical and identifiable locations on the highway. Highway segments should be continuous. For example, if a 10 mile segment meets these qualifications, the next 10 mile segment does not, and the next 10 mile segment again meets these qualifications, consideration should be given to making the entire 30 mile segment a Traffic Safety Corridor.

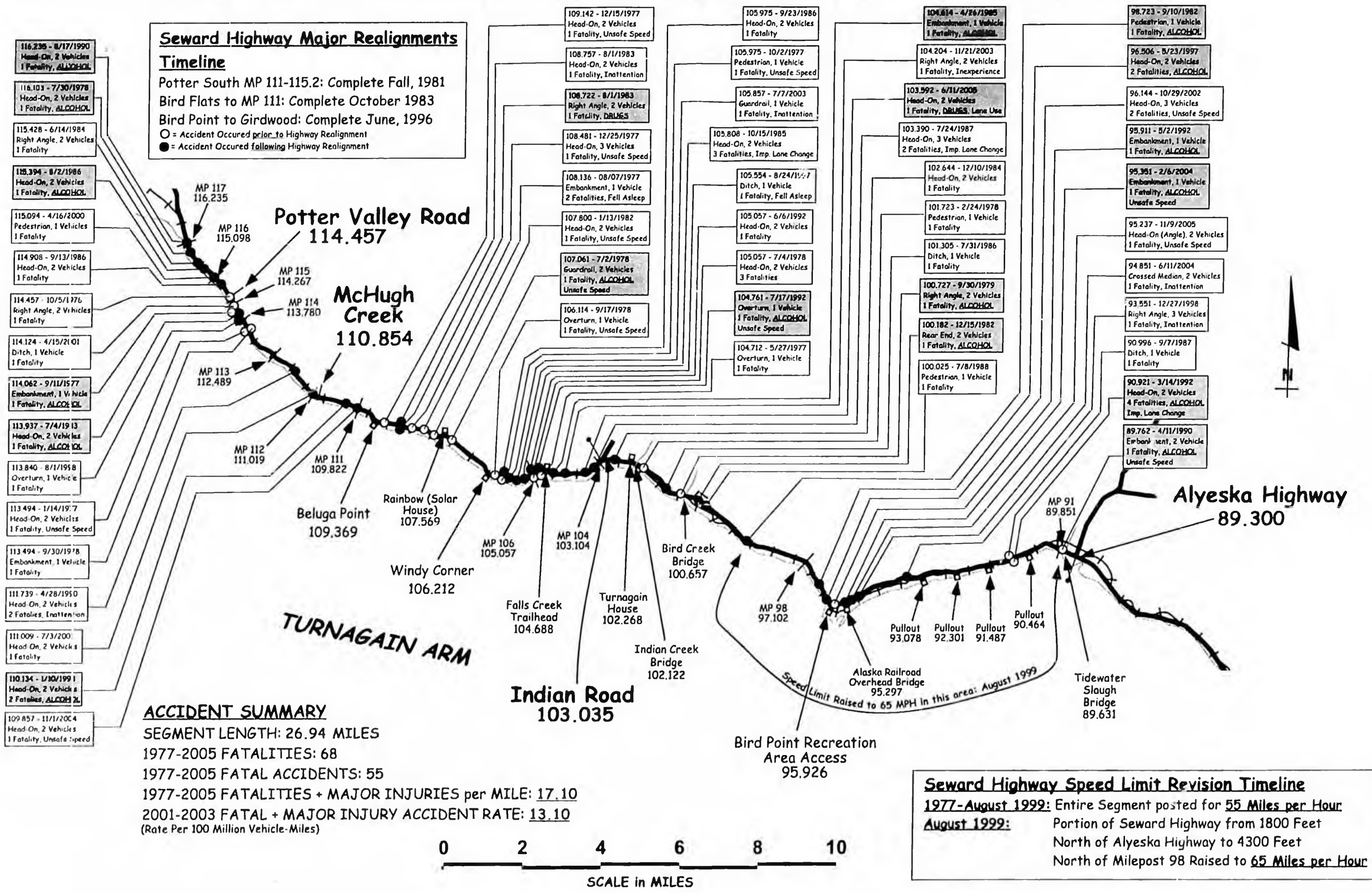
Other Considerations

The 3 E's (Engineering, Education & Enforcement)

In order for the Traffic Safety Corridors to be effective, a commitment to enforce the provisions of the corridor (double fines for violators, etc) will be required. Merely placing signs designating the corridor as a traffic safety corridor is not sufficient.

In addition, designation of a Traffic Safety Corridor should include an education campaign associated with the particular corridor citing crash statistics and crash characteristics for that corridor.

SEWARD HIGHWAY: POTTER MARSH TO GIRDWOOD 1977 - 2005 FATAL ACCIDENT LOCATIONS



PARKS HIGHWAY: LUCUS ROAD TO ALASKA RAILROAD - HOUSTON CROSSING (MP 56) 1977 - 2005 FATAL ACCIDENT LOCATIONS

ACCIDENT SUMMARY

SEGMENT LENGTH: 13.00 MILES

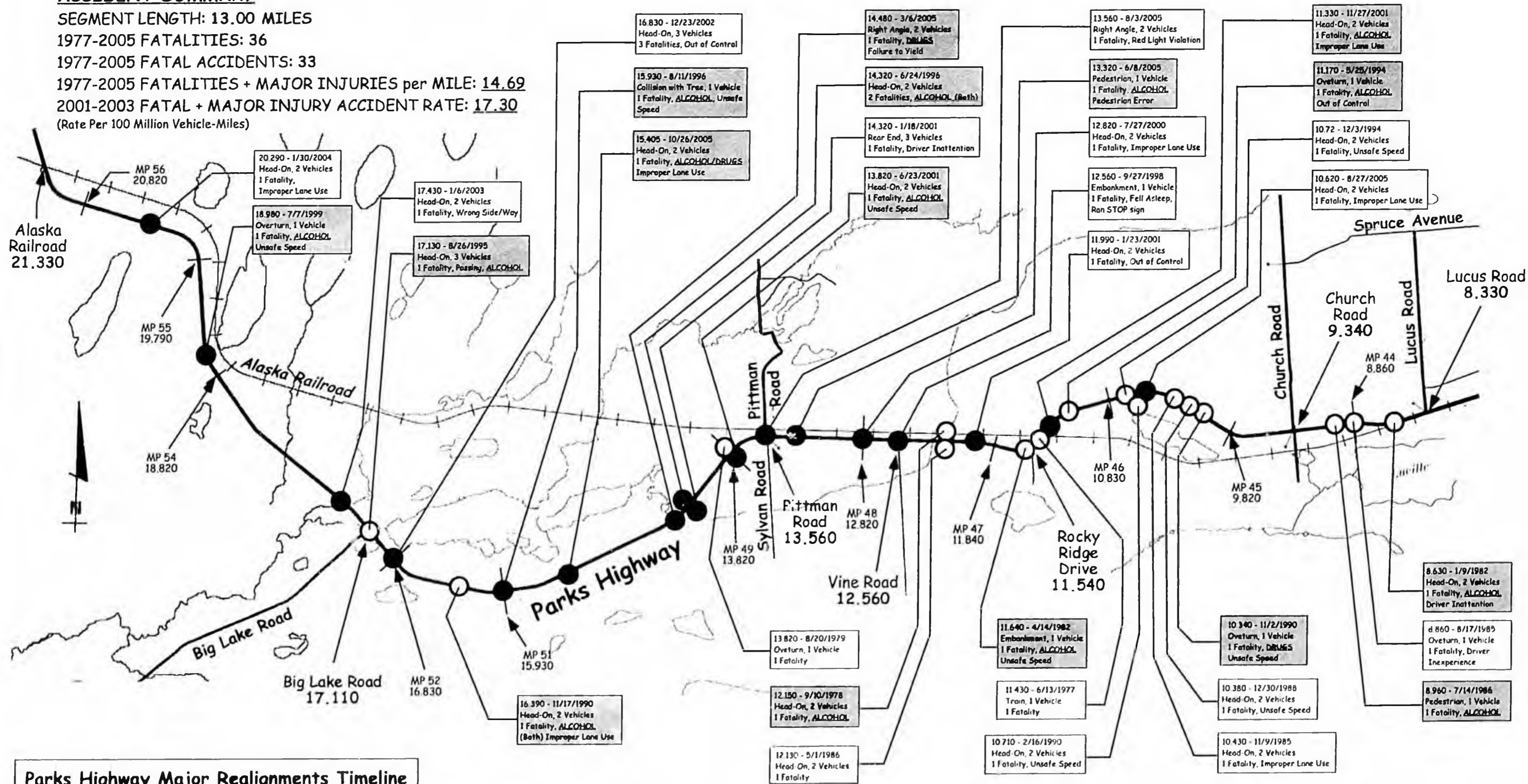
1977-2005 FATALITIES: 36

1977-2005 FATAL ACCIDENTS: 33

1977-2005 FATALITIES + MAJOR INJURIES per MILE: 14.69

2001-2003 FATAL + MAJOR INJURY ACCIDENT RATE: 17.30

(Rate Per 100 Million Vehicle-Miles)

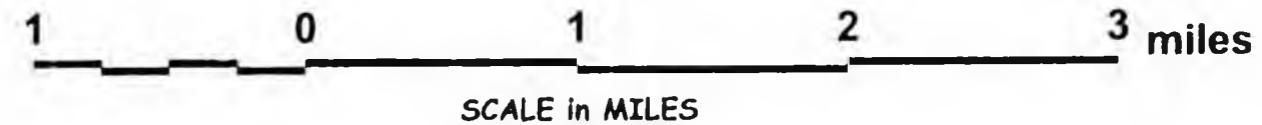


Parks Highway Major Realignments Timeline

- Milepost 44-52: Complete July, 1996
- Milepost 52-57: Complete July, 1998
- = Accident Occurred prior to Highway Realignment
- = Accident Occurred following Highway Realignment

Parks Highway Speed Limits

- 55 Miles per Hour
- 45 Miles per Hour

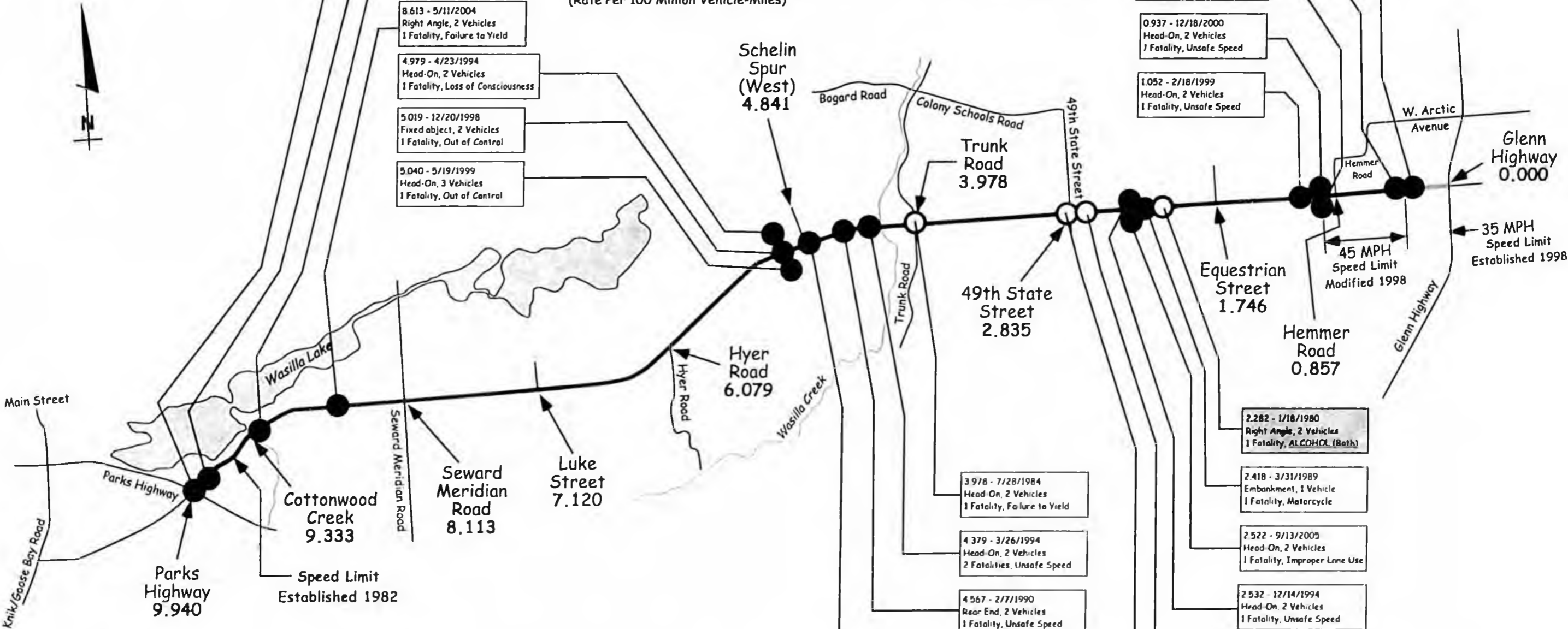


PALMER/WASILLA HIGHWAY: GLENN HIGHWAY TO PARKS HIGHWAY 1977 - 2005 FATAL ACCIDENT LOCATIONS

Posted Speed Limits

- 55 Miles per Hour
- 45 Miles per Hour
- 35 Miles per Hour

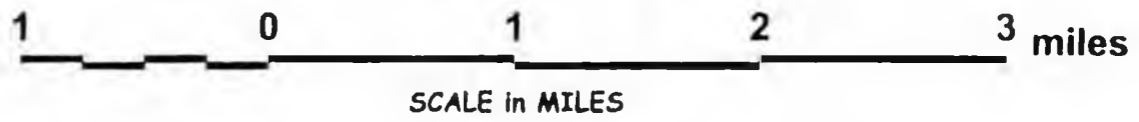
ACCIDENT SUMMARY
 SEGMENT LENGTH: 9.94 MILES
 1977-2005 FATALITIES: 25
 1977-2005 FATAL ACCIDENTS: 22
 1977-2005 FATALITIES + MAJOR INJURIES per MILE: 18.10
 2001-2003 FATAL + MAJOR INJURY ACCIDENT RATE: 12.22
 (Rate Per 100 Million Vehicle-Miles)



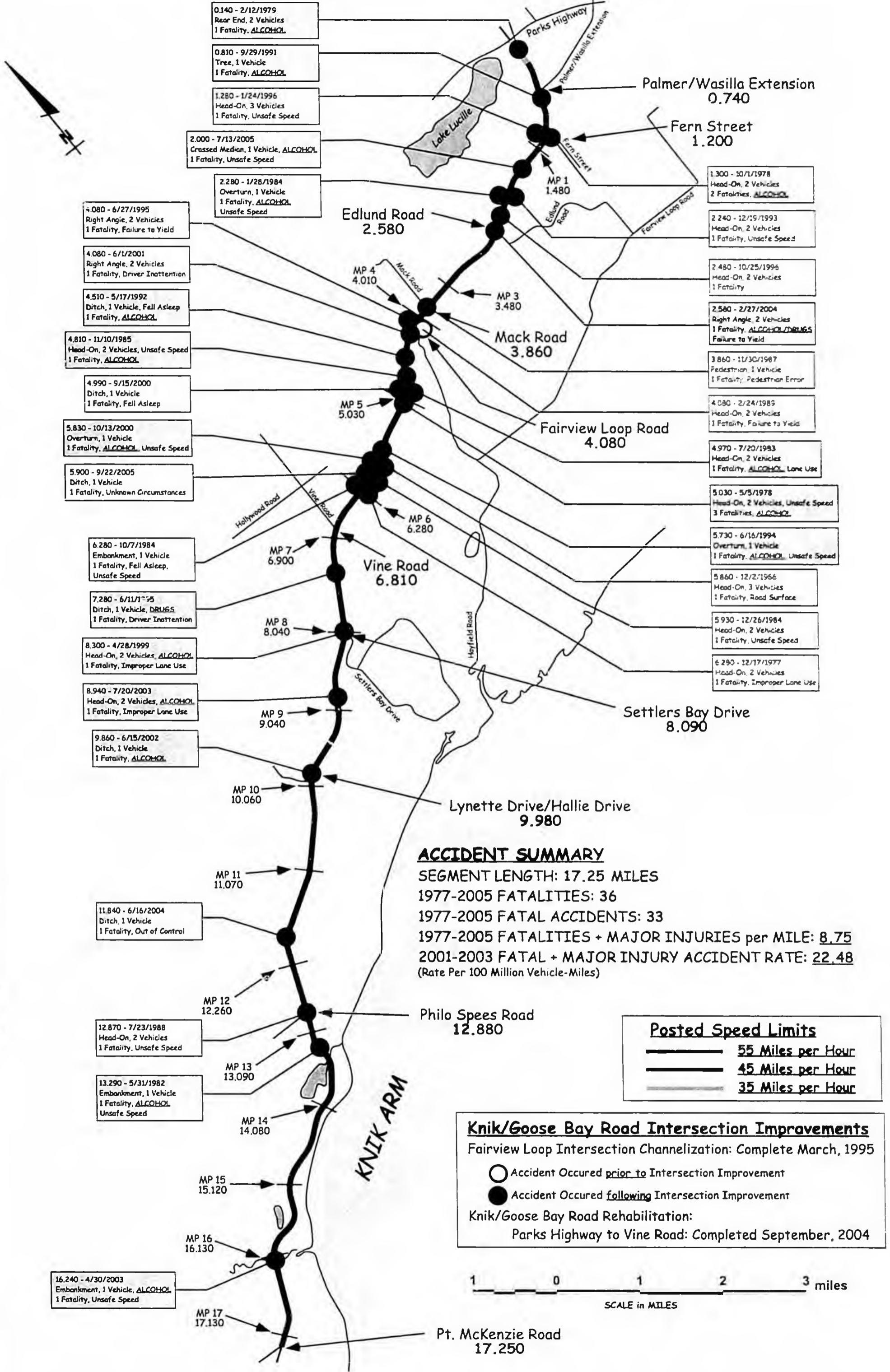
Palmer/Wasilla Highway Improvements

- Palmer/Wasilla Highway Rehabilitation: Glenn Highway to Parks Highway: Completed October, 1982
- Seward Meridian Intersection Signalization: Completed June, 1994
- Trunk Road Signalization (Permanent Installation): Completed March, 1995
- 49th State Street Signalization and Channelization: Completed September, 1999

○ = Accident Occurred prior to Roadway or Signalization Improvements
 ● = Accident Occurred following Roadway or Signalization Improvements



KNIK/GOOSE BAY ROAD: PARKS HIGHWAY TO POINT MCKENZIE ROAD 1977 - 2005 FATAL ACCIDENT LOCATIONS



- 0.140 - 2/12/1979
Rear End, 2 Vehicles
1 Fatality, ALCOHOL
- 0.810 - 9/29/1991
Tree, 1 Vehicle
1 Fatality, ALCOHOL
- 1.280 - 1/24/1996
Head-On, 3 Vehicles
1 Fatality, Unsafe Speed
- 2.000 - 7/13/2005
Crossed Median, 1 Vehicle, ALCOHOL
1 Fatality, Unsafe Speed
- 2.280 - 1/28/1984
Overturn, 1 Vehicle
1 Fatality, ALCOHOL
Unsafe Speed
- 4.080 - 6/27/1995
Right Angle, 2 Vehicles
1 Fatality, Failure to Yield
- 4.080 - 6/1/2001
Right Angle, 2 Vehicles
1 Fatality, Driver Inattention
- 4.510 - 5/17/1992
Ditch, 1 Vehicle, Fell Asleep
1 Fatality, ALCOHOL
- 4.810 - 11/10/1985
Head-On, 2 Vehicles, Unsafe Speed
1 Fatality, ALCOHOL
- 4.990 - 9/15/2000
Ditch, 1 Vehicle
1 Fatality, Fell Asleep
- 5.830 - 10/13/2000
Overturn, 1 Vehicle
1 Fatality, ALCOHOL, Unsafe Speed
- 5.900 - 9/22/2005
Ditch, 1 Vehicle
1 Fatality, Unknown Circumstances
- 6.280 - 10/7/1984
Embankment, 1 Vehicle
1 Fatality, Fell Asleep, Unsafe Speed
- 7.280 - 6/11/1995
Ditch, 1 Vehicle, DRUGS
1 Fatality, Driver Inattention
- 8.300 - 4/28/1999
Head-On, 2 Vehicles, ALCOHOL
1 Fatality, Improper Lane Use
- 8.940 - 7/20/2003
Head-On, 2 Vehicles, ALCOHOL
1 Fatality, Improper Lane Use
- 9.860 - 6/15/2002
Ditch, 1 Vehicle
1 Fatality, ALCOHOL
- 11.840 - 6/16/2004
Ditch, 1 Vehicle
1 Fatality, Out of Control
- 12.870 - 7/23/1988
Head-On, 2 Vehicles
1 Fatality, Unsafe Speed
- 13.290 - 5/31/1982
Embankment, 1 Vehicle
1 Fatality, ALCOHOL
Unsafe Speed
- 16.240 - 4/30/2003
Embankment, 1 Vehicle, ALCOHOL
1 Fatality, Unsafe Speed

Edlund Road
2.580

Palmer/Wasilla Extension
0.740

Fern Street
1.200

Mack Road
3.860

Fairview Loop Road
4.080

Vine Road
6.810

Settlers Bay Drive
8.090

Lynette Drive/Hallie Drive
9.980

Philo Spees Road
12.880

Pt. McKenzie Road
17.250

ACCIDENT SUMMARY

SEGMENT LENGTH: 17.25 MILES
 1977-2005 FATALITIES: 36
 1977-2005 FATAL ACCIDENTS: 33
 1977-2005 FATALITIES + MAJOR INJURIES per MILE: 8.75
 2001-2003 FATAL + MAJOR INJURY ACCIDENT RATE: 22.48
 (Rate Per 100 Million Vehicle-Miles)

Posted Speed Limits

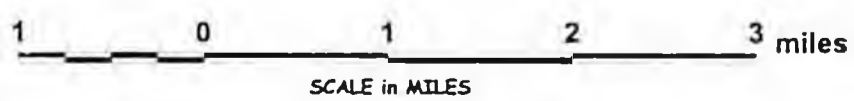
- 55 Miles per Hour
- 45 Miles per Hour
- 35 Miles per Hour

KNIK/GOOSE BAY ROAD INTERSECTION IMPROVEMENTS

Fairview Loop Intersection Channelization: Complete March, 1995

- Accident Occurred prior to Intersection Improvement
- Accident Occurred following Intersection Improvement

KNIK/GOOSE BAY ROAD REHABILITATION:
 Parks Highway to Vine Road: Completed September, 2004



FRANK H. MURKOWSKI
GOVERNOR
GOVERNOR@GOV.STATE.AK.US



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

SB261
P.O. BOX 110001
JUNEAU, ALASKA 99811-0001
(907) 465-3500
FAX (907) 465-3532
WWW.GOV.STATE.AK.US

January 31, 2006

The Honorable Ben Stevens
President of the Senate
Alaska State Legislature
State Capitol, Room 111
Juneau, AK 99801-1182

Dear President Stevens:

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

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

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

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

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

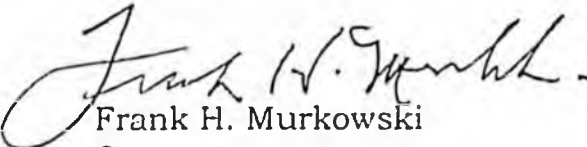
The bill would have an immediate effective date so that traffic safety corridors could be designated as soon as possible.

COMMITTEE COPY

The Honorable Ben Stevens
January 31, 2006
Page 2

I urge your prompt and favorable action on this measure.

Sincerely yours,


Frank H. Murkowski
Governor

Enclosure

SENATE COMMITTEE REPORT
First Committee of Referral

DATE: 2/1/06

FURTHER: Finance

Date of 5-Day Notice: 2/2/06
 (in accordance with Uniform Rule 23)

DATE TURNED
 IN TO OFFICE: 3/14/06

Transportation Committee considered SENATE BILL NO. 261

SB 261 REGULATION OF HWYS; TRAFFIC OFFENSES

"An Act relating to the designation of traffic safety corridors; relating to the bail or fine for an offense committed in a traffic safety corridor and to separately accounting for such fines; and providing for an effective date."

and recommends:

- be replaced with _____ CS SB 261 (TRA)
- adopt previous _____ CS _____ (_____)
- attached amendment(s)
- adopt Letter of Intent by _____ Committee
- further referral to _____ Committee

CS Senate Bill:	
<input checked="" type="checkbox"/>	Same Title
<input type="checkbox"/>	New Title
SCS House Bill:	
<input type="checkbox"/>	Same Title
<input type="checkbox"/>	Technical Title Change
<input type="checkbox"/>	New Title w/ SCR # _____

NEW FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#
DOT	1/30/06	✓			1
DPS	1/27/06			✓	2

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#
DOT	1/30/06	✓			1
DPS	1/27/06			✓	2

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	DO PASS	DO NOT PASS	NO REC	AMEND
French <i>[Signature]</i>	x			
Koolcash <i>[Signature]</i>	x			
CHAIR: <i>[Signature]</i>	x			

French
Koolcash

Huggins

SB

263

SFIN

FILE

SB 263

was referred to the
Senate Finance
Committee

Hearing(s) were held

The bill did not move
from Committee

FY2006 REGULAR SUPPLEMENTALS - HB 422 / SB 263

	A	B	C	D	E	F	G	H	I	J	K
	Sec. No.	Amd. Date	Amd. No.	Department	RDU or Component or Capital	Supplemental Need	General Funds	Federal Funds	Other Funds	Fund Source	Total Funds
1											
2	1(a)			Admin	Finance	Contract funding necessary to comply with a new federal regulation requirement from the Office of Foreign Asset Control (OFAC) to verify that no payments have been made by the State to possible terrorist entities listed by the OFAC.	100.0				100.0
3	1(b)			Admin	State Owned Facilities, Facilities	Revise authority for full receipt of actual collections of Public Building Fund chargeback receipts.			450.0	Public Bldg Fund	450.0
4	1(c)			Admin	Elected Public Officers Retirement System Benefits	Pay increased EPORS benefits and costs. Includes increases related to health insurance premium and cost of living.	142.6				142.6
5	1(d)			Admin	Risk Management	Extend term date for Sec. 13(e), Ch. 3, FSSLA 2005 to June 30, 2006. Dept. of Administration has RSAs with the Dept. of Transportation to perform the repair work at the Fairbanks Correctional Center and on the Dillingham DOT equipment storage building, but the work was unable to be completed by June 30, 2005 as originally anticipated.					0.0
6	1(e)			Admin	Retirement and Benefits	Costs associated with the lawsuit brought by the Retired Public Employees of Alaska regarding changes made to the AlaskaCare Retiree Health Plan in 2001.			213.0	Benefits Systems Receipts	213.0
7	1(f)			Admin	Retirement and Benefits	Funding is needed for a Judicial Retirement System actuarial valuation report. Actuarial valuations are conducted every two years.			20.5	Judicial Retirement System	20.5
8	1(g)			Admin	Office of Public Advocacy	Additional federal funds are available February 2006 to continue OPA's Native Recruitment Project which will increase the number of Alaska Native CASA volunteers. There are currently only two native volunteers in Anchorage and approximately 525 Alaska Native children in state custody in Anchorage. By the end of June 2006, OPA hopes to have 12 - 15 new Alaska Native volunteers assigned as the CASA volunteer for Alaska Native children.		18.0			18.0
9	1(h)			Admin	Office of Public Advocacy	Felony, Children In Need of Aid (CINA) and Guardianship cases had increases.	1,800.0				1,800.0
10	1(i)			Admin	Public Defender Agency	Felony caseload increases.	217.6				217.6
11	1(j)			Admin	Motor Vehicles	The Division did not realize the turnover in staffing anticipated under the approved budget. Instead of reducing staff that will result in slower response time, funds are requested to maintain the staff.			260.0	Receipt Supported Services	260.0
12	1(k)			Admin	Capital	Enterprise Software Deployment - The Department of Administration has negotiated an Enterprise Agreement with Microsoft for the purchase of desktop software licenses statewide. This request will provide the necessary Infrastructure.			1,413.3	Information Services Fund	1,413.3
13	2(a)			Corrections	Office of the Commissioner	To pay Probation Officer III overtime issue arbitration settlement that involves current and former probation officers.	350.0				350.0
14	2(b)			Corrections	Inmate Transportation	Transportation of prisoners projection being driven by population increase and increased out-of-state prison usage due to capacity issues. The costs have also increased due to an Arizona statute that requires all offenders to be escorted back to Alaska prior to being released at the point of arrest. Groups of prisoners are brought back ahead of their release date and housed where space is available until released so in-state transportation costs have gone up.	460.0				460.0
15	2(c)			Corrections	Point of Arrest	Transportation of prisoners projection being driven by population increase and increased out-of-state prison usage due to capacity issues. The costs have also increased due to an Arizona statute that requires all offenders to be escorted back to Alaska prior to being released at the point of arrest. Groups of prisoners are brought back ahead of their release date and housed where space is available until released so final transportation costs have gone up.	135.0				135.0
16	2(d)			Corrections	Institution Director's Office	Since July, 2005 the department has been dealing with prison population over emergency capacity. Additional funding would pay for additional manday costs, expenditures for setting up beds for overflow, and to pay overtime and other expenditures from increased prisoner count.	1,500.0				1,500.0
17	2(e)			Corrections	Anchorage Correctional Complex	The department anticipated savings of \$1,440.9 from consolidation of the Cook Inlet Pre-trial Facility and the Anchorage Jail into the Anchorage Correctional Complex and the budget was reduced according. However, savings of only \$940.9 have been realized leaving the facility underfunded in the services and commodities line items.	500.0				500.0
18	2(f)			Corrections	Fairbanks Correctional Center	An OSHA inspection found that the Fairbanks Correctional Center is not compliant with rules pertaining to Fire/Life/Safety equipment in facilities. The requested funds will purchase the necessary equipment.	50.0				50.0
19	2(g)			Corrections	Ketchikan Correctional Center	Repair costs to fix telephone system that failed.	25.0				25.0
20	2(h)			Corrections	Palmer Correctional Center	Repair costs to fix telephone system that failed.	53.9				53.9

FY2006 REGULAR SUPPLEMENTALS - HB 422 / SB 263

	A	B	C	D	E	F	G	H	I	J	K
	Sec. No.	Amd. Date	Amd. No.	Department	RDU or Component or Capital	Supplemental Need	General Funds	Federal Funds	Other Funds	Fund Source	Total Funds
1											
21	2(i)			Corrections	Existing Community Residential Centers	To pay contract costs for beds due to changes in the Consumer Price Index.	100.0				100.0
22	2(j)			Corrections	Probation Region 2	Funding is requested to pay Department of Law, Civil Division for the cost of securing expert outside legal council to advise and represent the Department of Corrections in a sexual harrasment case.	25.0				25.0
23	2(k)			Corrections	Parole Board	Due to an IRS ruling effective January 1, 2006, board members' compensation will now be reported on W-2 forms instead on 1099 forms. This change requires employer charges for SBS and the Medicare tax to be paid.	6.5				6.5
24	3(a)			Education	School Finance & Facilities	Contractual costs for semi-annual bus safety inspections (\$275.0) and risk management contractual costs for state-owned school buildings (\$68.8) have historically been budgeted within the pupil transportation and foundation program components, respectively. The entire amount needed for the foundation program and pupil transportation (both grant and contractual costs) was appropriated to the new public education fund, but statutorily the fund cannot be used for these contractual expenditures. Therefore, the \$343.8 for these normal contractual costs is necessary in this supplemental.	343.8				0.0
25	3(b)			Education	Museum Operations	To pay personal services increase due to museum classification study effective Dec. 1, 2005	31.0				0.0
26	3(c)			Education	Capital	Amend the Alaska Postsecondary Education Commission's AlaskAdvantage Education Gets You There! Outreach Center capital project to consolidate space at the University Mall to house the existing mail outreach staff and accommodate moving 10 IT staff over from the UA building at 7th and A			50.0	ACPE Receipts	50.0
27	4			Fish and Game	Commercial Fishenes Special Projects	Addition of language to allow the collection and expenditure of aquatic survey fees pursuant to AS 16.05.050(16)			200.0	Statutory Designated Program Receipts	200.0
28	5(a)			Fund Transfers	Information Services Fund	Capitalize Information Services Fund for the Enterprise Software Deployment capital project	1,413.3				1,413.3
29	5(b)			Fund Transfers	Alaska Marine Highway System Fund	Appropriate the \$136,730.40 balance of the unused Alaska Marine Highway System Vessel Replacement Fund to the Alaska Marine Highway System Fund					0.0
30	6(a)			Health & Social Svcs	Pioneer Homes	Increase in third-party receipts from residents or their insurance providers to cover the cost of prescriptions.			450.0	Receipt Supported Services	450.0
31	6(b)			Health & Social Svcs	Pioneer Homes	Certified Nurse Aide reclass settlement costs			421.0	Receipt Supported Services	421.0
32	6(c) - (d)			Health & Social Svcs	Pioneer Homes Management	Correct fund source related to project manager and overhead claimable under Medicaid		74.5	(74.5)	Intr-Agency Receipts	0.0
33	6(e)			Health & Social Svcs	Capital	Appropriate the estimated available FY06 balance of pioneers' home receipts back to the homes for safety and replacement equipment			600.0	Receipt Supported Services	600.0
34	6(f)			Health & Social Svcs	Designated Evaluation and Treatment	Prior year DET billings that have not been paid. Hospitals have 180 days to submit invoices so many are received after the end of the fiscal year.	500.0				500.0
35	6(g)			Health & Social Svcs	Children's Services	1) <u>Rosales</u> reversal by Ninth Circuit Court of Appeals - \$1,812.8, split between Front Line Social Workers (\$950.0), Foster Care Base Rate (\$759.8) and Subsidized Adoptions & Guardianships (\$103.0). Due to the reversal, Alaska will no longer be able to choose the relative's home on which to determine a child's eligibility for Title IV-A funding. This provision is included in the federal Budget Reconciliation Act. 2) Limit Foster Care Administrative claiming for eligible children in unlicensed homes as contained in the federal Budget Reconciliation Act - \$1,001.3 in Front Line Social Workers	2,814.1	(2,814.1)			0.0
36	6(h)			Health & Social Svcs	Health Care Services appropriation	The Health Care Services appropriation will increase by \$12,248.0 from \$687,382.0 to \$699,630.0 due to the increase in the Medicaid Services allocation below					0.0

FY2006 REGULAR SUPPLEMENTALS - HB 422 / SB 263

	A	B	C	D	E	F	G	H	I	J	K
	Sec. No.	Amd. Date	Amd. No.	Department	RDU or Component or Capital	Supplemental Need	General Funds	Federal Funds	Other Funds	Fund Source	Total Funds
1	6(i)			Health & Social Svcs	Medicaid Services	1) Program growth over projections: \$4,805.3 GF, \$7,311.0 Fed, and (\$750.0) RSS for a total of \$11,366.3 2) Underfunding (portion of FY06 request that was unfunded): \$4,660.7 GF and \$5,194.1 Fed for a total of \$9,854.8 3) Fund switch of uncollectible Statutory Designated Program Receipts due to stopping some disproportionate share payments and other refinancing projects: \$11,873.7 GF and (\$11,873.7) SDPR 4) "Clawback" impact of \$710.3 GF and (\$9,683.4) Fed for a total of \$(8,973.1) in which the state has to pay the federal government for 90% of the "savings" for Medicare paying most prescriptions for dual eligibles (those covered by both Medicaid and Medicare) 5) The 9th District Appellate Court ruled against the state on the Fairshare program: \$44,030.2 GF, (\$20,000.0) Fed, and (\$24,030.2) SDPR	66,080.2	(17,178.3)	(36,653.7)	(\$750.0) Receipt Supported Services (\$35,903.7) Statutory Designated Program Receipts	12,248.2
37	6(j)			Health & Social Svcs	Probation Services	Court-ordered costs for juveniles	295.4				295.4
38	6(k)			Health & Social Svcs	Probation Services	To pay personal services costs because there are fewer vacancies than were budgeted.	250.0				250.0
39	6(l)			Health & Social Svcs	Adult Public Assistance	Excess general funds based on caseload	(400.0)				(400.0)
40	6(m)			Health & Social Svcs	Senior and Disabilities Services Appropriation	The Senior and Disabilities Services appropriation will increase by \$30,505.9 from \$269,887.4 to \$300,393.3 due to the increase in the Senior and Disabilities Medicaid Services allocation below					0.0
41	6(n)			Health & Social Svcs	Senior and Disabilities Medicaid Services	1) Program growth over projections: \$8,312.9 GF and \$11,847.6 Fed for a total of \$20,160.5 2) Underfunding (portion of FY06 request that was unfunded): \$4,542.2 GF and \$5,803.2 Fed for a total of \$10,345.4	12,855.1	17,650.8			30,505.9
42	6(o)			Health & Social Svcs	Protection and Community Services	General Relief payments in which vulnerable adults are removed from situations in which they are in danger of being harmed. An increase of 60 adults per month, from 246 per month in FY05 to 306 adults per month in FY06, are receiving services under this program	350.0				350.0
43	7(a)			Labor	Occupational Safety and Health	Increase federal authorization due to additional grant funds awarded for actual costs incurred by staff participating in Hurricane Katrina relief efforts		150.0			150.0
44	7(b)			Labor	Unemployment Insurance	Increase TVEP authorization to cover allocated costs for unemployment insurance tax system collection activities, per federal cost-sharing requirements			60.1	TVEP	60.1
45	8(a)			Law	Criminal Appeals/Special Litigation Component	Retain outside council for appeal costs to continue defending the State against Alaska Defense Bar lawsuit that challenges victim's rights statutes, AS 12.61, extended lapse date of June 30, 2007.	80.0				80.0
46	8(b)			Law	Criminal Division, Third Judicial District Anchorage	General funds needed to replace lost federal Byrne grant so drug-related prosecution efforts can continue	167.4				167.4
47	8(c)			Law	Criminal Division, Third Judicial District Outside Anchorage	General funds needed to replace lost federal Byrne grant so drug-related prosecution efforts can continue	79.9				79.9
48	8(d)			Law	Criminal Division, Fourth Judicial District	General funds needed to replace lost federal Byrne grant so drug-related prosecution efforts can continue	52.7				52.7
49	9(a) - (b)			Natural Resources	Development Special Projects	Extend school trust land appraisal appropriations (sec. 12, ch. 2, FSSLA 1999 as amended four times and sec. 47(c), ch. 1, SSSLA 2002 as amended one time) through June 30, 2008. Anticipate it will take two more years before State of Alaska v. Kasayukie, et al., Superior Court No. 3AN-97-3782 Civ. is resolved					0.0
50	10(a) - (b)			Public Safety	Capital	Reappropriate \$100.0 from Burn Panel Installation at Juneau Fire Training Center (\$150.0) to the Live Burn Building at Fairbanks Fire Training Center (\$100.0). The project in Juneau will cost less, so funds are available to build the live burn training building in Fairbanks which costs more					0.0
51	11(a)			Revenue	Alaska Retirement Management Board Custody and Management	Increased fees due to improving market returns			3,500.0	\$2,380.0 PERS	3,500.0
52	11(b)			Revenue	Permanent Fund Dividend Division	Increased hearing costs			49.9	\$1,120.0 TRS PFD Fund	49.9
53	11(c) - (d)			Revenue	Child Support Services Division	Federal reimbursement for Administrative Law Judges Costs		172.3	(172.3)	Receipt Supported Services	0.0
54	11(e)			Revenue	APFC Custody and Management Fees	Increased fees due to improving market returns			3,000.0	Perm Fund Corp Rcpts	3,000.0

FY2006 REGULAR SUPPLEMENTALS - HB 422 / SB 263

	A	B	C	D	E	F	G	H	I	J	K
	Sec. No.	Amd. Date	Amd. No.	Department	RDU or Component or Capital	Supplemental Need	General Funds	Federal Funds	Other Funds	Fund Source	Total Funds
1											
56	12			Salary and Benefit Adjustments	Labor - Alaska Vocational Technical Center	Alaska Vocational Technical Center personal services increase due to the bargaining unit agreement reached with AVTECTA in August 2005 that was subsequently ratified.	166.7				166.7
57	13(a)			State Debt and Other Obligations	Transportation	Aleutians East Borough debt reimbursement appropriation in sec. 28(n)(2)(C), ch. 4, FSSLA 2005 was made in error for Akutan small boat harbor when it should have been for False Pass small boat harbor					0.0
58	13(b)			State Debt and Other Obligations	Administration Lease Financing	Amend sec. 6, ch. 3, FSSLA 2005, page 101, lines 1 - 4 to extend lapse date for debt payment appropriation from June 30, 2006 to June 30, 2007 since the debt has not yet been incurred on the Statewide Administrative Systems Replacement Phase 1 - Human Resources and Payroll capital project.					0.0
59	14(a)			Transportation	Statewide Information Systems	Enterprise Productivity Rate funding for telecommunications services costs paid to the Department of Administration.	776.6				776.6
60	14(b)			Transportation	International Airport Systems Office	Airline representative services contract increase with AvAirPros for contract manager to oversee the design and construction of terminal redevelopment projects at Anchorage and Fairbanks International Airports			318.7	International Airports Revenue Fund	318.7
61	14(c)			Transportation	Southeast Design and Engineering Services	Cost of the wrongful termination grievance settlement negotiated with Alaska Public Employees Association	102.6				102.6
62	14(d)			Transportation	Traffic Signal Management	Anchorage - Traffic signal management contractual increase	66.8				66.8
63	14(e)			Transportation	Central Region Highways and Aviation	1) Municipality of Anchorage street sweeping contract cost increase due to fuel and labor cost increases \$67.3 2) Commodities - Delivery price increases related to increased fuel costs \$478.6	545.9				545.9
64	14(f)			Transportation	Northern Region Highways and Aviation	Galena Airport maintenance costs for three months as US Air Force not renewing contract after March 31, 2006.	116.8				116.8
65	14(g)			Transportation	Marine Highways - Vessel Operations	1) Personal services costs due to increased service level: \$1,289.0 GF and \$1,490.6 AMHS Fund for a total of \$2,779.6 2) Fast Vehicle Ferry (FVF) route training: \$600.0 GF 3) Contractual services for private vessels for Northern panhandle communities for increased service level and while marine highway vessels are in emergency lay-up for repairs: \$2,395.4 AMHS Fund 4) Consumable supplies due to increased levels of service: \$4,888.0 GF 5) Arbitration award for use of replacement vessels during the LeConte grounding: \$337,465.21 AMHS Fund -- Masters, Mates, and Pilots (MMP) \$317,500.61 and Marine Engineers Beneficial Association (MEBA) \$19,964.60	6,777.0		4,223.5	AMHS Fund	11,000.5
66	14(h)			Transportation	Marine Highways - Marine Shore Operations	Funding needed to comply with U.S. Coast Guard security requirements for passenger and freight screening			745.5	AMHS Fund	745.5
67	15(a)(1)			Transportation	Capital - Marine Highways	M/V Taku - U.S. Coast Guard Safety of Life at Sea (SOLAS) Certification. Vessel was brought out of lay-up to cover for the M/V Columbia that sailed to Prince Rupert, BC. The SOLAS requirements are more stringent for vessels that carry passengers to a foreign port. The M/V Taku's routine route did not include Canada.	300.0				300.0
68	15(a)(2)			Transportation	Capital - Marine Highways	Pelican Mooring Ramp Repair. The concrete cores supporting the lower mooring ramp were broken and could no longer support the weight of vehicles getting on or off the ferries. Emergency repairs were made to prevent injury and ensure safe and continued operations.	60.0				60.0
69	15(a)(3)			Transportation	Capital - Marine Highways	M/V LeConte - Emergency Tube Shaft Couplings Repair. In November 2005 the tube shaft couplings showed signs of failure due to braking system operating pressures. The U.S. Coast Guard prohibited M/V LeConte from carrying passengers until the couplings were replaced. The old couplings were reconditioned and reinstalled.	465.0				465.0
70	15(a)(4)			Transportation	Capital	Birch Creek Bridge Repairs - MP 147 Steese Highway. Extensive structural damage was caused by an over-height vehicle. The driver has been identified, but the insurer is protesting the claim, so the case is proceeding through the court system. If the repairs are delaying to wait for a potential settlement, the state's high liability is extended along with the bridge's reduced load capacity.	105.0				105.0
71	15(b)			Transportation	Capital - Surface Transportation Program Appropriation	The Surface Transportation Program appropriation will increase by \$600.0 from \$373,604.7 to \$374,204.7 because of the addition of the allocation listed below.					
72	15(c)			Transportation	Capital - Surface Transportation Program Allocation	New: Statewide Disadvantaged Business Enterprise - Disparity Study		600.0			600.0

FY2006 REGULAR SUPPLEMENTALS - HB 422 / SB 263

	A	B	C	D	E	F	G	H	I	J	K
	Sec. No.	Amd. Date	Amd. No.	Department	RDU or Component or Capital	Supplemental Need	General Funds	Federal Funds	Other Funds	Fund Source	Total Funds
1											
	16			Court System	Trial Courts	Anchorage Juror Parking. Anchorage is the only place where jurors have to pay for parking. They have been paying for \$2.50 per day in city lot. City has said lot will be taken over for use solely by Atwood Building personnel until the convention center is finished. Covers the period April through June, 2006.	48.0				48.0
73											
74											
75						Regular Supplemental Total	99,908.9	(1,326.8)	(20,925.0)		77,282.3
76	17(a)(1)			Ratifications	Health & Social Svcs	AR22520-02 Medical Assistance	11,139,201.0				11,139,201.0
77	17(a)(2)			Ratifications	Health & Social Svcs	AR25062-03 Non MMIS Claims	41,110,013.5				41,110,013.5
78	17(a)(3)			Ratifications	Health & Social Svcs	AR23693-04 Medicaid Financing	39,709,776.0				39,709,776.0
79	17(a)(4)			Ratifications	Health & Social Svcs	AR23693-05 Medicaid Financing	47,771,529.0				47,771,529.0
80	17(a)(5)			Ratifications	Health & Social Svcs	AR22520-03 Medical Assistance	364,082.2				364,082.2
81	17(a)(6)			Ratifications	Health & Social Svcs	AR23663-04 Adoption and Foster Care Analysis Reporting System	67,573.0				67,573.0
82	17(a)(7)			Ratifications	Health & Social Svcs	AR23301-04 Medicaid Services	4,455,690.1				4,455,690.1
83	17(b)			Ratifications	Natural Resources	AR37313-05 Fire General Fund	6,850,400.0				6,850,400.0
84	18(a)			Lapse of Appropriations - capitalization of funds							
85	18(b)			Lapse of Appropriations - capital projects							
86	19			June 30, 2006 effective date for Pioneers' Homes Deferred Maintenance project							
87	20			Effective date of May 9, 2006							

SB

265

HFIN

FILE

HOUSE COMMITTEE REPC T

(11)

Date Referred to Committee: April 21, 2006

FURTHER REFERRALS:

Date of Committee Action: 5/1/06

The FINANCE Committee considered:

SB 265

SENATE BILL NO. 265

BONDS OF BOND BANK AUTHORITY

"An Act increasing the total amount of bonds and notes that the Alaska Municipal Bond Bank Authority may have outstanding; and providing for an effective date."

Recommends it be replaced with HCS or CS for _____ (_____)
 For Senate Bills with new title: Technical Title New Title: HCR Same Title New Title

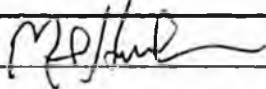
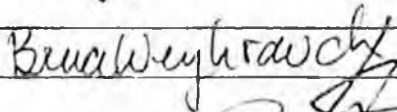
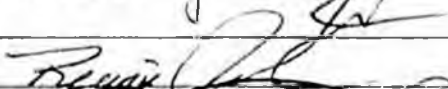


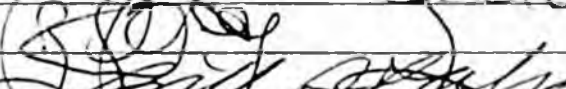
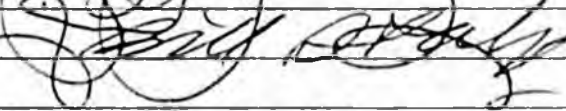
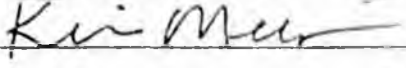
- attach amendments
- add new referral to _____ Committee
- Letter of Intent _____ Committee

List of Abbrev for Depts.:

- ADM
- CEC
- COR
- CRT
- EED
- DEC
- DFG
- GOV
- ISS
- LEG
- LAW
- LWF
- MVA
- DNR
- DPS
- REV
- DOT
- UA

<u>NEW FISCAL NOTES</u>				
*Assigned by Chief Clerk's Office				
List by Dept(s):	*FN#	Fiscal	Indet.	Zero

<u>PREVIOUS FISCAL NOTES</u>				
List by Dept(s):	FN#	Fiscal	Indet.	Zero
<u>REV</u>	<u>1</u>	<u>✓</u>		

<u>Signing with recommendations</u>	Printed Last Name	DP	DNP	NR	AM
	Hank	x			
	Weyhrauch	x			
	Kelly	x			
	South			x	
	MOSES	x			
	FOSTER	x			
	STOLTE				✓
Chair: 	Meyer	✓			
Chair:					

FISCAL NOTE

STATE OF ALASKA
2006 LEGISLATIVE SESSION

Fiscal Note Number: 1
Bill Version: SB 265
(S) Publish Date: 2/23/06

Revision Date/Time (Note if correction): _____ Dept. Affected: Revenue
Title Alaska Municipal Bond Bank Authority Bond Cap RDU Revenue Programs and Services
Component Alaska Municipal Bond Bank
Sponsor Senator Stedman
Requester Senator Stedman Component No. 121

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Personal Services						
Travel						
Contractual	50.0	100.0	100.0	100.0	100.0	100.0
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	50.0	100.0	100.0	100.0	100.0	100.0

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

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

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Bond Bank Investment Earnings	50.0	100.0	100.0	100.0	100.0	100.0
TOTAL	50.0	100.0	100.0	100.0	100.0	100.0

Estimate of any current year (FY2006) cost: 00
Mark this box (X) if funding for this bill is included in the Governor's FY 2007 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

The Bond Bank is a self supporting public corporation of the State of Alaska. The Bond Bank saves communities, and often the state through reduced reimbursements, by borrowing more efficiently and with enhanced credit strength compared to individual communities borrowing capability.

Increasing the statutory cap on borrowing from \$500 million to \$750 million will allow the Bond Bank to continue to meet the capital needs of Alaska's municipalities. The contractual cost noted above reflects an anticipated continued increased use of the Bond Bank by communities. The costs incurred will be directly correlated to future increased borrowing activity of the Bond Bank due to the increase in the borrowing cap. All costs will be funded from Bond Bank fund earnings.

Prepared by: Deven Mitchell
Division: Alaska Municipal Bond Bank Authority
Approved by: Jerry Burnett
Agency: Department of Revenue

Phone: 465-3409
Date/Time: 2/10/06 12:00 AM
Date: 2/10/2006

ALASKA STATE LEGISLATURE

SESSION

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SENATOR BERT N. STEDMAN

SPONSOR STATEMENT SB 265

"An Act increasing the total amount of bonds and notes that the Alaska Municipal Bond Bank Authority may have outstanding; and providing for an effective date."

Senate Bill 265 seeks to increase the bond authority of the Municipal Bond Bank from \$500,000,000 to \$750,000,000.

The Alaska Municipal Bond Bank was statutorily created to offer Alaskan communities more efficient and cost effective bonds. By pooling communities together in packaged bond sales, the Bond Bank realizes savings for communities by reducing the cost of issuance and enhancing underwriter interest. Thirty-five communities representing every region of the state use the Bond Bank. Over the last three years alone, the Bond Bank has issued over \$298 million in bonds to fund 37 loans to Alaskan communities and saved Alaskans over \$25 million.

The Bond Bank results in real financial benefits to municipalities and the state by lowering the overhead costs of bond issuances: (1) **Fixed costs are reduced.** For example, when three communities combine their bond issuance into one combined Bond Bank issue, fixed costs are paid once as opposed to each community paying them individually; (2) **Investor interest is increased.** Bond sales of less than \$5 million tend to receive less interest from underwriting firms. The Bond Bank combines communities into larger transactions resulting in more investor interest; (3) **Credit rating is improved.** The Bond Bank also maintains a credit rating that is better than almost all the communities in Alaska. A better credit rating means less risk to investors correlating to less interest expense to municipalities. The state also realizes savings in reimbursement costs for its share of bonded debt service.

The Bond Bank bonding authority has been increased several times in the last thirty years. Most recently, in 2003, the limit increased from \$300 million to \$500 million. As of February 2006 the Bond Bank had \$449,985,878 in outstanding bonds. Thus, only \$50,014,122 is available for additional loans to communities. Applications to the Bond Bank over the next six months will total approximately \$80 million. Without passage of SB 265, municipalities will not be able to take advantage of the program. This is important legislation for our communities and the state. I ask for your support in seeing swift passage of this bill.

Contact: Miles Baker, Aide to Senator Bert Stedman at (907) 465-3873

DISTRICT A

*Ketchikan • Sitka • Petersburg • Wrangell
Pelican • Elfin Cove • Port Alexander • Saxman • Meyers Chuck • Thorne Bay • Coffman Cove • Hollis*



Alaska State Legislature

Senate Majority Web: www.akrepublicans.org

Sponsor: Senator Bert Stedman
Current Version: SB 265
Contact: Miles Baker, 465-3873

Fact Sheet for: Senate Bill 265

Short Title: BONDS OF BOND BANK AUTHORITY

Summary:

- Increases the bond authority of the Alaska Municipal Bond Bank from \$500 million to \$750 million.

Benefits:

- Allows Alaskan communities to borrow funds for necessary capital improvements.

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STATE OF ALASKA

DEPARTMENT OF REVENUE

OFFICE OF THE COMMISSIONER

FRANK H. MURKOWSKI, GOVERNOR

P.O. BOX 110400
JUNEAU, ALASKA 99811-0400
TELEPHONE: (907) 465-2300
FACSIMILE: (907) 465-2389

Senator Bert Stedman
Chair, Senate Community and Regional Affairs Committee
State Capitol, Room 30
Alaska State Legislature
Juneau, AK 99801

February 13, 2006

Dear Senator Stedman,

I am writing in support of Senate Bill 265, an act increasing the overall debt limit for the Alaska Municipal Bond Bank Authority. Unless we act quickly on this legislation, the Bond Bank will reach its statutory debt issuance limit this year and municipalities could lose the opportunity to proceed on schedule with capital projects this year.

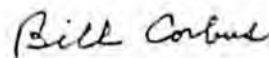
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As of February 9, 2006, the Bond Bank has \$449,985,878 in bonds outstanding. The existing limit in statute is \$500 million in total bonds outstanding. Additional projects scheduled for funding in the next 12 months total up to \$90 million. Without the increase in the statutory cap, the Authority will be forced to turn away up to \$40 million in community loan applications.

Thank you for your consideration, and please let me know if you have any questions. Or you also may contact Deven Mitchell, Executive Director of the Authority, at 465-3750.

Sincerely,



William A. Corbus
Commissioner

D. Alaska Municipal Bond Bank

The Alaska Municipal Bond Bank (Bond Bank) was created as a public corporation by the State in 1975 for the purpose of lending money to Alaska's governmental units for their capital projects. The Bond Bank is empowered to issue bonds, the proceeds of which are used to purchase bonds, notes or certificates of participation of State municipalities. Most of the Bond Bank bonds maintain a Capital Reserve Fund with the State's moral obligation attached. As of June 30, 2005 the total principal amount of outstanding bonds and notes of the Bond Bank was \$409,410,878. Of this total amount outstanding, \$303,920,000 represents general obligation bonds, \$94,485,000 represents revenue bonds, and \$11,005,878 represents notes issued under the Coastal Energy Loan Program. General obligation and revenue bonds are serviced by the Bond Bank and are secured, in part, by past State appropriations to the Bond Bank, certain revenue streams of the municipality borrowing the proceeds, and additional moneys of the Bond Bank placed in a statutory capital reserve fund. The

Bond Bank is covenanted to notify the State legislature of any failure to maintain the capital reserve fund at their required levels. The State legislature may appropriate funds to the Bond Bank to restore capital reserve funds to required amounts. (See "Moral Obligation Debt"). The Coastal Energy Loan Program notes do not have a claim on any capital reserve funds of the Bond Bank and are payable solely from the payments of the municipalities participating in the Program.

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a. Advantages to Municipalities

The advantages to Alaska's municipalities of using the Bond Bank are several. Interest rates are lower because of the additional security achieved through the structure of the Bond Bank as well as the diversification of risk achieved by pooling municipal bond issues through the Bond Bank. The Bond Bank's general obligation program is currently rated A by Standard and Poor's and A2 by Moody's Investor Service; while the revenue program is rated A by Standard and Poor's and A by Fitch Ratings. These are higher ratings than most of Alaska's municipalities can achieve independently. The Bond Bank, carrying the name of the State of Alaska and being a more frequent issuer, is better known than many of Alaska's smaller units of government. This enhances the marketability of the bonds to investors nationally.

b. Municipal Debt Purchased

The Bond Bank has assisted 40 of Alaska's municipalities obtain financing for capital projects. These communities are geographically distributed throughout Alaska and represent virtually all sectors of the State's economy.

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Outstanding Loans to Municipalities
\$(thousands)

Governmental Unit	Outstanding Loan Amount	Percentage of Total
Northwest Arctic Borough	66,165	22.49%
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City of Craig	1,035	0.35%
City of Haines	970	0.33%
City of Wrangell	854	0.29%
City of Soldotna	490	0.17%
City of Kaktovik	420	0.14%
City & Borough of Yukutat	265	0.09%
City of Hoonah	120	0.04%
Total	\$ 294,157	100.00%

Source: Alaska Municipal Bond Bank

c. Security for Bonds

Municipal general obligation bonds are usually issued to finance facilities that do not generate revenue, such as schools, roads, public safety and municipal buildings. They are issued with the approval of the municipal voters and are secured by the full faith and credit of the municipality. Municipalities within the State of Alaska have no taxing limitations for debt service requirements.

The Bond Bank's mainstream program was created in 1976 by its General Bond Resolution (issuance of Bond Bank General Obligation Bonds). A total of 71 general obligation bond series have been issued in order to secure funds to purchase \$596.2 million in municipal debt.

Bonds issued by the Bond Bank to purchase municipal general obligation bonds are secured by:

- Full faith and credit of each respective community with no taxing limitation for the general bonded debt issued to the Bond Bank.

- The debt service reserve fund under the bond resolution for that issue of Bond Bank bonds. The reserve fund generally is funded in an amount equal to maximum annual debt service on the Bond Bank bonds.
- The statutory Bond Bank reserve fund monies available and not pledged to bond issues, which may be used to restore the debt service reserve fund under the bond resolution to an amount equal to maximum annual debt service to the Bond Bank bonds.
- The statutory right of the Bond Bank, in the event of default, to demand and receive from a State agency any funds held by that agency which are payable to the defaulting municipality.
- The moral obligation of the State of Alaska to maintain the debt service reserves at their required levels.

d. Bond Authorization

The Bond Bank may not issue in excess of \$75 million in revenue bonds during any fiscal year without legislative approval.

AS 44.85.180(c) was enacted in 1975, limiting Bond Bank bonds outstanding at any time to \$150 million. This statute was amended in 1983, 1984, and 2003 to raise the limit to \$200 million, \$300 million, and 500 million respectively. Total Bond Bank bonds and notes outstanding as of June 30, 2005, were \$409.4 million. Thus, the limit on additional bond issuance at that time was \$90.6 million.

e. Bonds Issued and Outstanding

The types of Bond Bank Bonds issued and outstanding are summarized in Table 3.8.

TABLE 3.8
Alaska Municipal Bond Bank
Summary of Bonds Types Issued and Outstanding
\$(thousands)

Type	Amount Issued	Outstanding at 6/30/05
General Obligation Bonds	\$ 685,245	\$ 303,920
Revenue Bonds	174,805	94,485
Coastal Energy Bonds	21,348	-
Coastal Energy Loan Fund	20,525	11,006
	<u>\$ 901,923</u>	<u>\$ 409,411</u>

The Coastal Energy Reserve and Loan Bonds do not have the State's moral obligation attached. All Bond Bank general obligation and revenue bonds do.

Under the Coastal Energy Loan Fund, the Bond Bank issued \$5.0 million 1986 Series A Coastal Energy Bonds payable to the National Oceanic and Atmospheric Administration (NOAA). The proceeds of these bonds were used to purchase port revenue bonds from the City of Nome.

The 1986 Series A Bonds are not general obligations of the Bond Bank and are payable only from bond proceeds received from the City of Nome.

A complete listing of debt issued by the Bond Bank and outstanding is found in Table 3.9.

TABLE 3.9
Alaska Municipal Bond Bank
Debt Issued and Outstanding
\$(thousands)

	Date	Amount Issued	Outstanding at 6/30/05
1976 General Resolution General Obligation Bonds			
1995 Series A	5/1/1995	13,975	2,330
1995 Series C	10/1/1995	5,110	1,090
1995 Series D	12/1/1995	1,985	90
1996 Series A	2/1/1996	5,000	610
1996 Series B	9/1/1996	7,705	895
1997 Series A	2/1/1997	1,605	385
1997 Series B	10/1/1997	12,185	1,435
1998 Series A	4/1/1998	7,950	6,500
1998 Series B	12/1/1998	3,715	1,830
1999 Series A	4/1/1999	13,385	10,045
2000 Series A	3/1/2000	9,805	2,830
2000 Series B	5/15/2000	10,730	2,960
2000 Series C	8/1/2000	21,645	6,360
2000 Series D	10/1/2000	1,800	1,580
2000 Series E	11/15/2000	16,390	11,050
2000 Series F	11/15/2000	1,175	810
2001 Series A	8/1/2001	15,475	14,270
2001 Series B	10/15/2001	3,835	3,480
2002 Series A	5/1/2002	15,445	12,470
2002 Series B	8/15/2002	11,590	11,055
2003 Series A	2/12/2003	9,305	8,745
2003 Series B	4/8/2003	3,075	2,035
2003 Series C	5/22/2003	8,250	6,800
2003 Series D	8/7/2003	14,520	13,965
2003 Series E	9/30/2003	32,020	31,125
2003 Series F	10/15/2003	3,235	1,690
2003 Series G	1/6/2004	24,110	22,825
2004 Series A	2/5/2004	20,270	19,190
2004 Series B	4/8/2004	17,425	16,690
2004 Series C	7/21/2004	14,575	14,575
2004 Series D	12/1/2004	13,925	13,925
2005 Series A	3/22/2005	32,655	32,655
2005 Series B	5/4/2005	27,625	27,625
Total		401,495	303,920

TABLE 3.9 (Continued)
 Alaska Municipal Bond Bank
 Debt Issued and Outstanding
 \$(thousands)

Total General Obligation Bonds		<u>401,495</u>	<u>303,920</u>
Revenue Bonds			
1995 Series A Revenue Bonds	6/1/1995	3,225	2,265
1997 Series A Revenue Bonds	10/1/1997	15,225	13,935
1998 Series A Revenue Bonds	12/1/1998	13,210	6,170
1998 Series B Revenue Bonds	12/1/1998	2,525	1,105
1999 Series A Revenue Bonds	12/1/1999	1,865	1,660
2000 Series A Revenue Bonds	5/1/2000	2,430	445
2000 Series B Revenue Bonds	12/1/2000	3,000	2,725
2001 Series A Revenue Bonds	8/1/2001	1,725	1,550
2001 Series B Revenue Bonds	8/1/2001	2,525	2,285
2002 Series A Revenue Bonds	12/1/2002	6,250	5,380
2003 Series A Revenue Bonds	3/1/2003	5,685	2,935
2003 Series B Revenue Bonds	5/15/2003	19,000	19,000
2003 Series C Revenue Bonds	7/2/2003	1,015	820
2004 Series A Revenue Bonds	8/26/2004	28,845	28,845
2004 Series B Revenue Bonds	9/1/2004	5,365	5,365
Total		<u>111,890</u>	<u>94,485</u>
Coastal Energy Loan Fund			
City of Nome			
Port Authority	FY 86	5,000	5,000
City of St. Paul			
Fuel Tank Farm	FY 88	6,563	6,006
		<u>11,563</u>	<u>11,006</u>
Total Alaska Municipal Bond Bank Debt		<u>\$ 524,948</u>	<u>\$ 409,411</u>

Source: Alaska Municipal Bond Bank Authority

SB

265

SFIN

FILE

SENATE FINANCE COMMITTEE REPORT

REPORTED OUT
MAR 08 2006
 SENATE FINANCE COMMITTEE

DATE: 2/23/06

FURTHER:

DATE TURNED
 IN TO OFFICE: 3/08/06

Finance Committee considered

SENATE BILL NO. 265

SB 265 BONDS OF BOND BANK AUTHORITY

"An Act increasing the total amount of bonds and notes that the Alaska Municipal Bond Bank Authority may have outstanding; and providing for an effective date."

and recommends:

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

CS Senate Bill:
 Same Title
 New Title

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

NEW FISCAL NOTE(S):

Department	Date	Fiscal	Ind.	Zero	FN#

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Ind.	Zero	FN#
Rev.	2/10/06	50,000			1

APPROPRIATION - no fiscal note

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

FISCAL NOTE

REPORTED OUT
MAR 6 8 2006
SENATE FINANCE COMMITTEE

STATE OF ALASKA
2006 LEGISLATIVE SESSION

Fiscal Note Number: 1
Bill Version: SB 265
(S) Publish Date: 2/23/06

Revision Date/Time (Note if correction): _____ Dept. Affected: Revenue
Title Alaska Municipal Bond Bank Authority Bond Cap RDU Revenue Programs and Services
Component Alaska Municipal Bond Bank
Sponsor Senator Stedman
Requester Senator Stedman Component No. 121

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Personal Services						
Travel						
Contractual	50.0	100.0	100.0	100.0	100.0	100.0
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	50.0	100.0	100.0	100.0	100.0	100.0

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

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

FUND SOURCE (Thousands of Dollars)

FUND SOURCE	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Bond Bank Investment Earnings	50.0	100.0	100.0	100.0	100.0	100.0
TOTAL	50.0	100.0	100.0	100.0	100.0	100.0

Estimate of any current year (FY2006) cost: 0.0
Mark this box (X) if funding for this bill is included in the Governor's FY 2007 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: *(Attach a separate page if necessary)*
The Bond Bank is a self supporting public corporation of the State of Alaska. The Bond Bank saves communities, and often the state through reduced reimbursements, by borrowing more efficiently and with enhanced credit strength compared to individual communities borrowing capability.

Increasing the statutory cap on borrowing from \$500 million to \$750 million will allow the Bond Bank to continue to meet the capital needs of Alaska's municipalities. The contractual cost noted above reflects an anticipated continued increased use of the Bond Bank by communities. The costs incurred will be directly correlated to future increased borrowing activity of the Bond Bank due to the increase in the borrowing cap. All costs will be funded from Bond Bank fund earnings.

Prepared by: Devon Mitchell Phone 465-3409
Division Alaska Municipal Bond Bank Authority Date/Time 2/10/06 12:00 AM
Approved by: Jerry Burnett Date 2/10/2006
Agency Department of Revenue

ALASKA STATE LEGISLATURE

SESSION

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Juneau, Alaska 99801-1182
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(907) 465-3922 Fax
(877) 463-3873 Toll Free
Senator_Bert_Stedman@legis.state.ak.us



INTERIM

50 Front Street
Ketchikan, AK 99901-6442
Phone (907) 225-8088
Fax (907) 225-0713

SENATOR BEI STEDMAN

SPONSOR STATEMENT SB 265

"An Act increasing the total amount of bonds and notes that the Alaska Municipal Bond Bank Authority may have outstanding; and providing for an effective date."

Senate Bill 265 seeks to increase the bond authority of the Municipal Bond Bank from \$500,000,000 to \$750,000,000.

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Alaska State Legislature

Senate Majority Web: www.akrepublicans.org

Sponsor: Senator Bert Stedman
Current Version: SB 265
Contact: Miles Baker, 465-3873

Fact Sheet for: Senate Bill 265

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STATE OF ALASKA

DEPARTMENT OF REVENUE

OFFICE OF THE COMMISSIONER

FRANK H. MURKOWSKI, GOVERNOR

P.O. BOX 110400
JUNEAU, ALASKA 99811-0400
TELEPHONE: (907) 465-2300
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State Capitol, Room 30
Alaska State Legislature
Juneau, AK 99801

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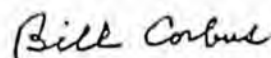
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THE
FOLLOWING
DOCUMENT(S)
ARE
POOR
ORIGINAL
COPIES

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City of Soldotna	490	0.17%
City of Kaktovik	420	0.14%
City & Borough of Yakutat	265	0.09%
City of Hoonah	120	0.04%
Total	\$ 294,157	100.00%

Source: Alaska Municipal Bond Bank

c. Security for Bonds

Municipal general obligation bonds are usually issued to finance facilities that do not generate revenue, such as schools, roads, public safety and municipal buildings. They are issued with the approval of the municipal voters and are secured by the full faith and credit of the municipality. Municipalities within the State of Alaska have no taxing limitations for debt service requirements.

The Bond Bank's mainstream program was created in 1976 by its General Bond Resolution (issuance of Bond Bank General Obligation Bonds). A total of 71 general obligation bond series have been issued in order to secure funds to purchase \$596.2 million in municipal debt.

Bonds issued by the Bond Bank to purchase municipal general obligation bonds are secured by:

- Full faith and credit of each respective community with no taxing limitation for the general bonded debt issued to the Bond Bank.

- The debt service reserve fund under the bond resolution for that issue of Bond Bank bonds. The reserve fund generally is funded in an amount equal to maximum annual debt service on the Bond Bank bonds.
- The statutory Bond Bank reserve fund monies available and not pledged to bond issues, which may be used to restore the debt service reserve fund under the bond resolution to an amount equal to maximum annual debt service to the Bond Bank bonds.
- The statutory right of the Bond Bank, in the event of default, to demand and receive from a State agency any funds held by that agency which are payable to the defaulting municipality.
- The moral obligation of the State of Alaska to maintain the debt service reserves at their required levels.

d. Bond Authorization

The Bond Bank may not issue in excess of \$75 million in revenue bonds during any fiscal year without legislative approval.

AS 44.85.180(c) was enacted in 1975, limiting Bond Bank bonds outstanding at any time to \$150 million. This statute was amended in 1983, 1984, and 2003 to raise the limit to \$200 million, \$300 million, and 500 million respectively. Total Bond Bank bonds and notes outstanding as of June 30, 2005, were \$409.4 million. Thus, the limit on additional bond issuance at that time was \$90.6 million.

e. Bonds Issued and Outstanding

The types of Bond Bank Bonds issued and outstanding are summarized in Table 3.8.

TABLE 3.8
Alaska Municipal Bond Bank
Summary of Bonds Types Issued and Outstanding
\$(thousands)

Type	Amount Issued	Outstanding at 6/30/05
General Obligation Bonds	\$ 685,245	\$ 303,920
Revenue Bonds	174,805	94,485
Coastal Energy Bonds	21,348	-
Coastal Energy Loan Fund	20,525	11,006
	<u>\$ 901,923</u>	<u>\$ 409,411</u>

The Coastal Energy Reserve and Loan Bonds do not have the State's moral obligation attached. All Bond Bank general obligation and revenue bonds do.

Under the Coastal Energy Loan Fund, the Bond Bank issued \$5.0 million 1986 Series A Coastal Energy Bonds payable to the National Oceanic and Atmospheric Administration (NOAA). The proceeds of these bonds were used to purchase port revenue bonds from the City of Nome.

The 1986 Series A Bonds are not general obligations of the Bond Bank and are payable only from bond proceeds received from the City of Nome.