

AK LEGISLATURE FINANCE COMMITTEES FILES 2007-2008 3165

497

FISCAL NOTE

STATE OF ALASKA
2007 LEGISLATIVE SESSION

Fiscal Note Number: 1
 Bill Version: CSHB 67(CRA)
 (H) Publish Date: 2/21/07

Revision Date/Time (Note if correction): _____ Dept. Affected: Commerce
 Title Muni Prop Tax Exemption For Police Homes RDU Community Assist & Ec Dev (405)
 Component Community Advocacy
 Sponsor Chenault, Gruenberg, Lynn
 Requester House Community & Regional Affairs Component No. 2703

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
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 (FY2007) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This legislation permits a municipality by ordinance to offer an optional exemption, not to exceed \$150,000 of the assessed value of real property, from municipal property taxes on certain residences of law enforcement officers. This legislation has no impact on the operations of the division.

Prepared by: Miko Black, Director
 Division: Community Advocacy
 Approved by: Emil Notti, Commissioner
 Agency: Commerce, Community, and Economic Development

Phone: (907) 269-4535
 Date/Time: 2/5/07 11:17 AM
 Date: 2/5/2007

SENATE COMMITTEE REPORT

DATE: 5/3/07

FURTHER: Finance

DATE TURNED
IN TO OFFICE: 5/11/07

Community and Regional Affairs Committee considered CS FOR HOUSE BILL NO. 67(FIN) am

HB 67 MUNICIPAL PROPERTY TAX EXEMPTIONS

"An Act relating to a mandatory exemption from municipal property taxes for certain college property, to a mandatory exemption from municipal property taxes for residences of certain widows or widowers, and to optional exemptions from municipal property taxes for property of certain fraternal organizations and for certain residences of law enforcement officers; and providing for an effective date."

and recommends:

- be replaced with SCS or CS HB 67 (CRA)
- adopt previous SCS or CS _____ (_____)
- attached amendment(s)
- adopt _____ Letter of Intent
- further referral to _____ Committee

SENATE BILL:
 Same Title
 New Title

HOUSE BILL:
 Same Title
 Technical Title Change
 New Title w/
 SCR # 8

NEW FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#
CED	2/21/07			✓	1

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	PRINTED LAST NAME	DO PASS	DO NOT PASS	NO REC	AMEND
	Thomas	✓			
	Wagoner			✓	
	Stevens			✓	
	Kookesh			✓	
CHAIR	Olson	✓			

HB

72

HFIN

FILE

Alaska State Legislature

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Representative Mike Chenault

District 34

Representative_Mike_Chenault@legis.state.ak.us

Sponsor Statement

HB 72

Title: "An Act relating to the district cost factors for state funding of public education; providing for an effective date by repealing the delayed effective date of sec. 6, ch. 41, SLA 2006; and providing for an effective date."

As a long time advocate for education and support of our schools, I have introduced this bill to add a sense of fairness to the distribution funds in Alaska. HB 72 also implements recommendations by the ISER Study and changes the district cost factors for funding for Alaska education to assist our school districts in meeting their needs.

I would appreciate your support of this bill.

Prepared 2/7/07

ISER implementation with

FY08 Foundation

Projection

QUARTER Implementation of ISER

District	Adopted		Cost
	In 1998	1/4 ISER	Difference
Alaska Gateway	1.291	1.367	307,733
Aleutian Region	1.736	1.787	39,014
Aleutians East Borough	1.423	1.565	417,488
Anchorage	1.000	1.000	-
Annette Island	1.011	1.093	244,223
Bering Strait	1.525	1.643	2,101,795
Bristol Bay Borough	1.262	1.316	98,369
Chatham	1.120	1.234	256,419
Chugach	1.294	1.345	49,373
Copper River	1.176	1.211	188,103
Cordova	1.096	1.131	123,838
Craig	1.010	1.059	154,704
Delta/Greely	1.106	1.140	245,733
Denali Borough	1.313	1.318	11,763
Dillingham	1.254	1.277	103,118
Fairbanks N. Star Borough	1.039	1.047	801,739
Galena	1.348	1.359	23,689
Haines Borough	1.008	1.056	139,216
Hoonah	1.055	1.141	129,828
Hydaburg	1.085	1.190	83,314
Iditarod Area	1.470	1.564	235,118
Juneau Borough	1.005	1.040	1,236,170
Kake	1.025	1.134	106,841
Kashunamiut	1.389	1.447	182,438
Kenai Peninsula Borough	1.004	1.046	2,883,677
Ketchikan Gateway Borough	1.000	1.043	754,415
Klawock	1.017	1.088	103,011
Kodiak Island Borough	1.093	1.142	988,872
Kuspuk	1.434	1.509	353,060
Lake & Peninsula Borough	1.558	1.667	545,050
Lower Kuskokwim	1.491	1.534	1,628,675
Lower Yukon	1.438	1.544	2,119,062
Mat-Su Borough	1.010	1.025	1,600,993
Nenana	1.270	1.287	35,938
Nome	1.319	1.352	204,671
North Slope Borough	1.504	1.576	1,046,500
Northwest Arctic Borough	1.549	1.618	1,272,755
Pelican	1.290	1.337	12,032
Petersburg	1.000	1.061	311,458
Pribilof	1.419	1.487	98,207
Saint Mary's	1.351	1.419	120,170
Sitka Borough	1.000	1.049	542,729
Skagway	1.143	1.151	7,448
Southeast Island	1.124	1.194	185,947
Southwest Region	1.423	1.489	476,629
Tanana	1.496	1.569	38,096
Unalaska	1.245	1.294	179,578
Valdez	1.095	1.114	116,338
Wrangell	1.000	1.040	128,910
Yakutat	1.046	1.138	104,952
Yukon Flats	1.668	1.780	358,402
Yukon/Koyukuk	1.502	1.585	348,366
Yupitit	1.469	1.533	304,118
Mt. Edgecumbe High School	1.000	1.049	154,704
TOTAL			24,304,789

BSA at \$5380 and using the FY08 Foundation Projection.

HALF Implementation of ISER

District	Adopted		Cost
	in 1998	1/2 ISER	Difference
Alaska Gateway	1.291	1.443	615,522
Aleutian Region	1.736	1.838	64,308
Aleutians East Borough	1.423	1.707	834,869
Anchorage	1.000	1.000	-
Annette Island	1.011	1.175	488,392
Bering Strait	1.525	1.762	4,203,537
Bristol Bay Borough	1.262	1.370	196,738
Chatham	1.120	1.348	512,836
Chugach	1.294	1.395	84,706
Copper River	1.176	1.246	376,208
Cordova	1.096	1.165	247,730
Craig	1.010	1.108	309,354
Delta/Greely	1.106	1.174	491,359
Denali Borough	1.313	1.323	23,527
Dillingham	1.254	1.300	206,234
Fairbanks N. Star Borough	1.039	1.055	1,603,476
Galena	1.348	1.370	47,485
Haines Borough	1.008	1.104	278,433
Hoonah	1.055	1.227	259,656
Hydaburg	1.085	1.295	157,668
Iditarod Area	1.470	1.658	524,136
Juneau Borough	1.005	1.075	2,472,339
Kake	1.025	1.242	213,682
Kashunamiut	1.389	1.504	364,985
Kenai Peninsula Borough	1.004	1.088	5,767,408
Ketchikan Gateway Borough	1.000	1.085	1,508,776
Klawock	1.017	1.160	206,020
Kodiak Island Borough	1.093	1.191	1,977,742
Kuspuk	1.434	1.584	706,120
Lake & Peninsula Borough	1.558	1.776	1,090,155
Lower Kuskokwim	1.491	1.577	3,257,403
Lower Yukon	1.438	1.650	4,238,180
Mat-Su Borough	1.010	1.040	3,202,095
Nenana	1.270	1.304	71,767
Nome	1.319	1.385	409,287
North Slope Borough	1.504	1.648	2,093,000
Northwest Arctic Borough	1.549	1.686	2,545,617
Pelican	1.290	1.384	19,256
Petersburg	1.000	1.122	622,914
Pribilof	1.119	1.555	196,521
Saint Mary's	1.351	1.488	240,446
Sitka Borough	1.000	1.098	1,085,458
Skagway	1.143	1.159	14,894
Southeast Island	1.124	1.264	329,206
Southwest Region	1.423	1.554	953,257
Tanana	1.496	1.641	76,192
Unalaska	1.245	1.343	359,049
Valdez	1.095	1.133	232,676
Wrangell	1.000	1.080	257,929
Yakutat	1.046	1.229	209,957
Yukon Flats	1.668	1.892	604,061
Yukon/Koyukuk	1.502	1.669	696,678
Yupit	1.469	1.596	608,183
Mt. Edgecumbe High School	1.000	1.098	309,406
TOTAL			48,466,833

BSA at \$5380 and using the FY08 Foundation Projection

THREE-QUARTER Implementation of ISER

District	Adopted		Cost
	In 1998	3/4 ISER	Difference
Alaska Gateway	1.291	1.443	923,256
Aleutian Region	1.736	1.838	97,231
Aleutians East Borough	1.423	1.707	1,252,304
Anchorage	1.000	1.000	-
Annette Island	1.011	1.175	732,561
Bering Strait	1.525	1.762	6,305,333
Bristol Bay Borough	1.262	1.370	294,999
Chatham	1.120	1.348	769,254
Chugach	1.294	1.395	114,388
Copper River	1.176	1.246	564,259
Cordova	1.096	1.165	371,514
Craig	1.010	1.108	464,056
Delta/Greely	1.106	1.174	737,039
Denali Borough	1.313	1.323	35,344
Dillingham	1.254	1.300	309,352
Fairbanks N. Star Borough	1.039	1.055	2,405,213
Galena	1.348	1.370	71,227
Haines Borough	1.008	1.104	417,597
Hoonah	1.055	1.227	389,484
Hydaburg	1.085	1.295	240,982
Iditarod Area	1.470	1.658	825,773
Juneau Borough	1.005	1.075	3,708,563
Kake	1.025	1.242	320,523
Kashunamiut	1.389	1.504	547,532
Kenai Peninsula Borough	1.004	1.088	8,651,083
Ketchikan Gateway Borough	1.000	1.085	2,263,190
Klawock	1.017	1.160	309,138
Kodiak Island Borough	1.093	1.191	2,966,667
Kuspuk	1.434	1.584	1,059,181
Lake & Peninsula Borough	1.558	1.776	1,635,312
Lower Kuskokwim	1.491	1.577	4,886,078
Lower Yukon	1.438	1.650	6,357,189
Mat-Su Borough	1.010	1.040	4,803,142
Nenana	1.270	1.304	107,651
Nome	1.319	1.385	613,958
North Slope Borough	1.504	1.648	3,139,609
Northwest Arctic Borough	1.549	1.686	3,818,372
Pelican	1.290	1.384	26,458
Petersburg	1.000	1.122	934,317
Pribilof	1.419	1.555	294,728
Saint Mary's	1.351	1.488	360,614
Sitka Borough	1.000	1.098	1,628,134
Skagway	1.143	1.159	22,340
Southeast Island	1.124	1.264	515,152
Southwest Region	1.423	1.554	1,429,886
Tanana	1.496	1.641	114,288
Unalaska	1.245	1.343	538,575
Valdez	1.095	1.133	349,013
Wrangell	1.000	1.080	386,839
Yakutat	1.046	1.229	294,586
Yukon Flats	1.668	1.892	831,241
Yukon/Koyukuk	1.502	1.669	1,045,043
Yupit	1.469	1.596	912,302
Mt. Edgecumbe High School	1.000	1.098	464,002
TOTAL			72,655,872

BSA at \$5380 and using the FY08 Foundation Projection.

Prepared 2/7/07

ISER implementation with

FY08 Foundation

Projection

FULL Implementation of ISER

District	Adopted		Cost
	in 1998	ISER	Difference
Alaska Gateway	1.291	1.594	1,231,043
Aleutian Region	1.736	1.939	136,299
Aleutians East Borough	1.423	1.991	1,669,684
Anchorage	1.000	1.000	-
Annette Island	1.011	1.338	976,783
Bering Strait	1.525	1.998	8,407,075
Bristol Bay Borough	1.262	1.478	393,368
Chatham	1.120	1.576	1,025,671
Chugach	1.294	1.496	144,071
Copper River	1.176	1.316	752,364
Cordova	1.096	1.234	495,407
Craig	1.010	1.206	618,814
Delta/Greely	1.106	1.241	982,773
Denali Borough	1.313	1.332	47,107
Dillingham	1.254	1.346	412,470
Fairbanks N. Star Borough	1.039	1.070	3,206,951
Galena	1.348	1.391	94,970
Haines Borough	1.008	1.200	556,814
Hoonah	1.055	1.399	519,258
Hydaburg	1.085	1.504	324,298
Iditarod Area	1.470	1.846	1,127,301
Juneau Borough	1.005	1.145	4,944,732
Kake	1.025	1.459	427,364
Kashunamiut	1.389	1.619	730,025
Kenai Peninsula Borough	1.004	1.171	11,534,814
Ketchikan Gateway Borough	1.000	1.170	3,017,605
Klawock	1.017	1.302	412,147
Kodiak Island Borough	1.093	1.289	3,955,592
Kuspuk	1.434	1.734	1,412,241
Lake & Peninsula Borough	1.558	1.994	2,180,362
Lower Kuskokwim	1.491	1.663	6,514,807
Lower Yukon	1.438	1.861	2,476,253
Mat-Su Borough	1.010	1.070	6,404,135
Nenana	1.270	1.338	143,534
Nome	1.319	1.450	818,628
North Slope Borough	1.504	1.791	4,186,109
Northwest Arctic Borough	1.549	1.823	5,091,180
Pelican	1.290	1.477	33,659
Petersburg	1.000	1.244	1,245,775
Pribilof	1.419	1.691	392,990
Saint Mary's	1.351	1.624	480,784
Sitka Borough	1.000	1.195	2,170,918
Skagway	1.143	1.174	29,787
Southeast Island	1.124	1.403	701,206
Southwest Region	1.423	1.685	1,906,514
Tanana	1.496	1.786	152,383
Unalaska	1.245	1.441	718,099
Valdez	1.095	1.170	465,405
Wrangell	1.000	1.159	515,804
Yakutat	1.046	1.412	398,306
Yukon Flats	1.668	2.116	1,189,643
Yukon/Koyukuk	1.502	1.835	1,393,409
Yupiit	1.469	1.723	1,216,421
Mt. Edgecumbe High School	1.000	1.195	618,706
TOTAL			97,001,858

BSA at \$5380 and using the F-Y08 Foundation Projection.

Alaska State Legislature

SENATOR
GENE THERRIAULT
Chair




SESSION ADDRESS
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Legislative Budget and Audit Committee

DATE: February 23, 2005

TO: Legislative Budget and Audit
Committee Members

FROM: Senator Gene Therriault, Chair 
Legislative Budget & Audit Committee

RE: Alaska School District Cost Update by ISER

Attached for your review is the *School District Cost Study Update* recently completed by the Institute of Social and Economic Research (ISER), of the University of Alaska. Additional copies of this report, as well as the other reports cited in this memorandum, can be downloaded under the "publications" link at www.lba.legis.state.ak.us. A limited number of copies of the District Cost Update are also available in my office.

It is important to understand that the information contained in this report recommends modification to the distribution of K-12 funds, but does not suggest a level of funds that should be appropriated to the foundation formula.

BACKGROUND

The passage of Senate Bill 36, Ch. 38, SLA 1998 required the Department of Education and Early Development (DEED) to submit updated district cost factors to the Legislature by Jan. 15, 2001. Additionally, the DEED was required to monitor district cost factors and submit a report to the Legislature every other year beginning Jan. 2001.

The DEED attempted to use the existing cost factor methodology to update the cost factors, but the results were not supported by the underlying data. The McDowell Group reviewed the DEED's work and determined that the 1998 methodology was not usable. Subsequently, the DEED recommended to the Legislature that cost factors remain unchanged as adopted in AS 14.17.460 in 1998 and that a new cost model be developed.

INTERIM ADDRESS

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Funding was added to the FY 02 capital budget for the Legislative Budget and Audit Committee (LB&A) to contract for a new cost study, and the American Institutes for Research (AIR) was selected to develop new district cost factors. In January 2003 the AIR report was released and a joint hearing was held by the HESS Committees. With AIR principals in attendance at the hearing, Legislators and interested parties expressed concerns about the accuracy of the data and the appropriateness of the methodology used in the AIR report. Following the hearing, AIR continued to respond to the many questions and criticisms of their report, but offered no revisions.

In the Fall of 2003, the LB&A contracted with ISER to perform a peer review of the AIR study to determine: 1) if the methodology used by AIR was generally acceptable, 2) if there was anything unique to Alaska that would make the methodology inappropriate, and 3) what alternative methodologies would they suggest. In their January 29, 2004 report, ISER concluded that while the general methodology used was appropriate, it did not adequately address the issue of teacher turnover. Further, they questioned the estimation of energy costs, and in some areas, felt the documentation did not support AIR's findings.

In July of 2004, the LB&A contracted with ISER to update and modify the AIR School District Cost Study by updating certain data, revising the teacher compensation component, using actual rather than estimated energy costs, reviewing the travel cost index, and determining if the budget categories accurately reflect full costs of providing educational services. A working group made up of the Directors of the Finance and Audit Divisions, staff to the Chair and Vice-Chair of the LB&A, and Eddy Jeans with the DEED reviewed the draft report and suggested a number of format changes that have been incorporated in to the final report that was received on February 4.

AIR VS. ISER'S OBJECTIVES FOR THE TEACHER COMPONENT

The new cost differential for each school district, as proposed by ISER, is displayed on page 18 of the report. Using Anchorage as the base, ISER proposes all other district cost differentials be adjusted upward. It appears that ISER's change in the methodology for the teacher compensation component is the most significant contributor to these increases.

In the original AIR report the stated objective was to use "econometric models of school personnel labor markets to provide a basis for simulations of the compensation levels that would be required if all districts employed comparable teachers, school administrators, and classified personnel." They defined comparable as levels of experience, education and other demographic characteristics. The ISER report states that its objective is "to estimate the amount of funds that a district needs, relative to Anchorage, to recruit and retain certificated personnel of equivalent quality to Anchorage."

Whether or not any additional funding provided by the increase in the geographic cost factors will actually result in all school districts having equivalent personnel was not part of either study. As we consider and debate the new recommended geographic cost factors we may also want to consider a reporting or measurement mechanism to determine how successful the school districts are at consistently recruiting and retaining qualified personnel. Further discussion of ISER's revisions to the teacher compensation index is contained on pages 5-8 of the report.

ADDITIONAL ATTACHMENTS*Upon Request*

Also attached are two schedules prepared by the DEED on 2/11. The first schedule depicts the impact of implementing the ISER recommended District Cost Factors with no additional state funding, which necessitates reducing the base student allocation (BSA) from \$4576 to \$4210. The second schedule shows what it would cost to keep the current BSA in place, thereby holding Anchorage "harmless" as the base.

attachments



AMERICAN INSTITUTES FOR RESEARCH

Alaska School District Cost Study:

Volume I – Summary of Results

Submitted to:

Ms. Heather Brakes
Legislative Budget & Audit Committee
State Capitol, Room 121
Juneau, AK 99801-1182

Submitted by:

Dr. Jay Chambers
Dr. Lori Taylor
Joe Robinson
Phil Esra, Editor

With contributions by
Marc Schuldt, SBW Consulting, Inc.

January 2003

About the authors:

Jay G. Chambers is a Senior Research Fellow and a Managing Director of the Business Development Committee on Economic Indicators and Education Finance within the Education Program at the American Institutes for Research (AIR). He is also a member of the President's Commission on Excellence in Special Education and served on the Task Force on Finance and on Systems Administration. Dr. Chambers is currently President of the American Education Finance Association and a consulting professor at Stanford University's School of Education. He is a nationally recognized expert in school finance and educational cost analysis.

Lori L. Taylor, a consultant to the study, is a Senior Economist and Policy Advisor at the Federal Reserve Bank of Dallas. Dr. Taylor recently served as Principal Researcher on the Texas Cost-of-Education Project. The Texas CEI project developed a number of strategies for adjusting the Texas school finance formula to reflect variations in the cost of education.

Joe Robinson is a Research Associate at AIR, and has served as Project Manager for the Alaska School District Cost Study and the Nebraska Cost of Education Index Study. Before joining the AIR staff, Joe taught elementary school. He brings his experience as a teacher to his research projects. Joe holds a B.S. in Industrial and Labor Relations from Cornell University, and is continuing his education in SAS programming and higher mathematics courses.

Phil E. Esra is an Editor and Staff Writer at AIR. He has contributed to numerous articles and federal and state reports on education finance and special education issues.

Marc Schuldt, President of SBW Consulting, Inc., holds an M.S. in Mechanical Engineering from the University of Washington and a B.S. in Aeronautical Engineering from Purdue University. Mr. Schuldt has more than 22 years of experience as a project manager and lead engineer for studies of residential, commercial, and industrial energy use. He directs a team of SBW engineers who provide program design assistance and conduct commercial building energy audits for a number of public and private agencies.

Acknowledgements

This study benefited from the input and participation of many people. The study team would like to express their appreciation for the efforts of the Technical Working Group, whose members provided critical guidance over the course of the project. Members of the Working Group are as follows:

- Kerry Jarrell (Bering Strait SD)
- Michael Fisher (Fairbanks North Star Borough SD)
- Melody Douglas (Kenai Peninsula Borough SD)
- Dave Jones (Kodiak Island Borough SD)
- Dennis Niedermeyer (Lake and Peninsula Borough SD)
- Lucienne Harger (North Slope Borough SD)
- Barbara Stocker (Sitka Borough SD)
- Karen Goodwin (Southeast Island SD)

We greatly appreciate their support during the data collection phase of this project and owe a great debt of gratitude for helping us accomplish a 100 percent response rate on virtually all of our data collection instruments. They not only provided encouragement, but help to the beleaguered school business offices who attempted to interpret our needs. This group of hardy individuals also contributed to the design of our approach to addressing the costs of goods, services, and travel.

A special word of thanks goes to Melody Douglas and Dave Jones, who worked closely with AIR in the final stages to review assumptions and make follow-up phone calls to individual school business officers to check data elements that were used in the construction of the final index numbers. Their willingness to work in collaboration with the AIR research team made the results of our work a better product.

The Oversight Committee also provided critical guidance, and helped coordinate our requests for data during the course of the study. Its members are Pat Davidson, Representative Hugh Fate, Eddy Jeans, David Teal, and Senator Gene Therriault.

In particular, Eddy Jeans and his staff were instrumental in helping us obtain data from ADEED and in serving as liaisons with school business officials and superintendents. Elizabeth Sweeney spent countless hours on the phone with the research team, both reviewing the Chart of Accounts and individual district fiscal audits, and guiding decisions about assignment of budget shares. Karen Lipson worked with the research team to quickly provide personnel data in whatever form necessary. Tim Mearig obtained important building and facility data for the energy prototype analysis and served as a liaison with school district facilities managers.

The study team would like to thank all of the school and district personnel who responded to our surveys and requests for information. Without their efforts, this study would not have been possible.

Joanne Lieberman, who laid the foundation for the project and managed it in its early stages, was instrumental in creating a well-conceived study, and demonstrated an uncanny ability to anticipate every contingency and plan for every eventuality.

Gur Hoshen, Ann Win, and Bob Morris all provided technical assistance through their programming skills using SAS statistical software.

Last, but certainly not least, we wish to acknowledge the hard work and significant effort put forth by Phil Esra, who has provided tremendous editorial support in developing this document.

Executive Summary

The purpose of this study is to develop an improved methodology for measuring differences in the cost of school resources across geographic locations within Alaska. State policy makers in Alaska have long recognized the importance of adjusting state education aid for geographic cost differences and, for the past five years, have utilized a cost adjustment index derived from a study conducted by the McDowell Group (1998). The present study is intended to develop a geographic cost of education index (GCEI) that will replace the existing cost adjustment and provide a more sophisticated approach to measuring cost differences. The application of such geographic cost adjustments in state aid is intended to equalize the purchasing power of the educational dollar across local school districts.

The costs of four major categories of school inputs are analyzed as part of this study:

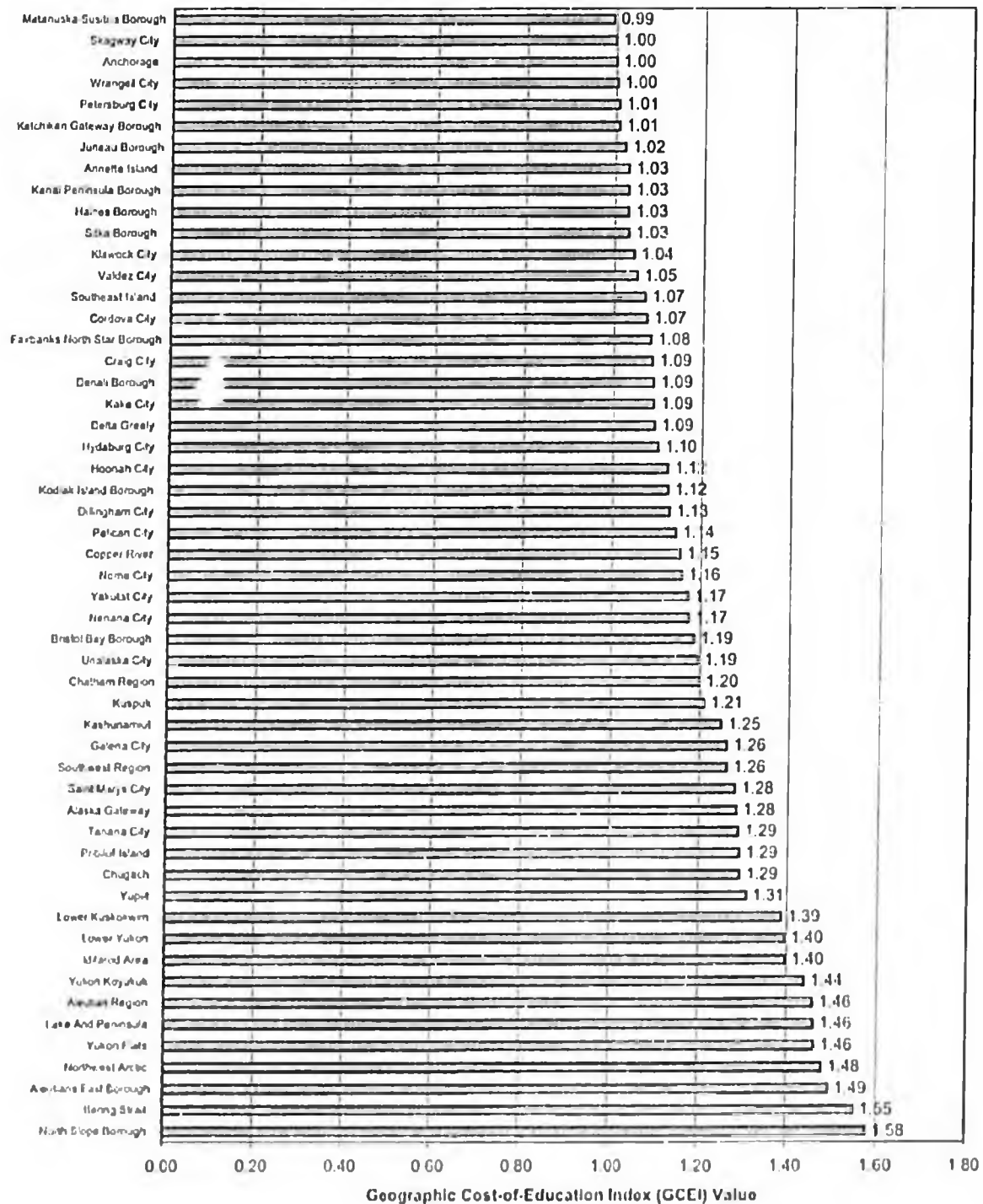
- personnel services
- energy services
- supplies, materials, and small capital items
- travel

The AIR research team collaborated closely with a group of eight school business officers representing a diverse sample of districts from across Alaska. These eight school business officers formed a Technical Working Group (subsequently referred to as the TWG) that provided feedback on components of the methodology for this analysis, assistance in the design of data collection instruments, and support in data collection efforts.

Overall Variations in Costs

Based on the study's analysis, the purchasing power of the educational dollar varies tremendously in the State of Alaska. The highest-cost district needs to spend about 1.6 times what the lowest cost district spends in order to provide comparable educational services. Using Anchorage School District as the benchmark (i.e., with a GCEI of 1.00), the analysis of costs reveals that the North Slope Borough School District exhibits the highest cost of education, with an index value of 1.58 (see exhibit). This means that this district needs to spend about 58 percent more than the Anchorage School District to provide comparable educational services to the students it serves. On the other end of the spectrum is the Matanuska-Susitna Borough School District, with an index value of 0.99. This means that this district needs to spend about 1 percent less than the Anchorage School District to provide comparable educational services.

A GCEI for Alaska School Districts



NOTES TO EXHIBIT: The districts listed on the vertical axis in this diagram are sorted in ascending order according to the value of the geographic cost-of-education index (GCEI), with the lowest on top.

Organizing the school districts by region reveals that the highest-cost districts in Alaska are located in the Far North (with average GCEIs of 1.38) and the Southwest (with average GCEIs of 1.31). The lowest-cost districts in the state are located in the Southeast (with an average GCEI of 1.07).

Differences between the values of the AIR GCEI and the current Alaska cost index for education may reflect a combination of methodology differences and changes in the costs of educational services since the last cost index was calculated. The largest differences are most likely attributable to methodological differences underlying the two studies' calculations.¹ The range, standard deviation, and mean values of the GCEI and the current Alaska cost index are quite similar. The AIR GCEI ranges from a low of 0.99 to a high of 1.58, while the range of the current Alaska cost adjustment is from 1.00 to 1.74. The standard deviation of the AIR GCEI is 0.17, and the standard deviation of the current adjustment is 0.21. Moreover, the correlation between the AIR GCEI and the Alaska cost index is 0.91, suggesting that the general patterns of variation in costs are quite similar between the AIR GCEI and the current Alaska cost index. More than 70 percent (38) of the districts exhibit a GCEI with less than a 0.10 difference from the current Alaska cost index. Forty-four percent (24) of the school districts in Alaska exhibit less than a 0.05 difference from the current Alaska cost index.

Personnel Cost Differences

Looking at the four major component indices reveals what one would expect. School personnel costs play a major role in explaining the variations in the overall costs of education across local school districts. The school personnel category accounts for a major portion of school district budgets, ranging in Alaska from 45 to 90 percent of total expenditures, with a median of 78 percent. AIR used econometric models of the school personnel labor market to provide a basis for simulations of the compensation levels that would be required if all districts employed *comparable* teachers, school administrators, and classified personnel. The key is comparability: what are the costs in different parts of the State of Alaska for school personnel with *comparable* levels of experience, education, and other demographic characteristics?

Using Anchorage as the basis for calculation of the index values (i.e., setting the Anchorage index to a value of 1.00), personnel costs range from a low of 0.93 in Southeast Island School District to a high of 1.28 in North Slope Borough School District. In other words, the highest-cost district pays, on average, about 28 percent more than Anchorage for comparable personnel, while the lowest-cost district pays about 7

¹ The actual values of the two indices are presented for purposes of comparison in Exhibit I-6 In Appendix I of the report entitled "Alaska School District Cost Study: Volume II-The Technical Report."

percent less than Anchorage for comparable school personnel. Comparing these two districts to each other, North Slope pays 38 percent more than Southeast Island for comparable personnel.

Energy Cost Differences

A second component index, energy cost, is influenced by several factors. Alaska's significant climate variation across districts affects the consumption of fuels and energy required to provide heat to classrooms and school buildings. In addition, the degree of remoteness of each district affects the prices of these fuel and energy sources.

The study's approach to calculating energy costs relies on an engineering computer simulation model. This model requires the development of prototype buildings to permit estimation of the energy requirements to provide heating, cooling, and power for all aspects of school and district operations. Each prototype is associated with a specific climate parameter expressed in terms of heating degree-days. The estimated energy consumption levels necessary for the prototype buildings in different climatic zones are then combined with information on the unit energy prices at each school site throughout Alaska to estimate the cost of energy services.

The results of this analysis show a range of index values for the cost of energy services per square foot from 0.74 in the Juneau School District to 9.31 in the North Slope School District. Typically, the school districts with the highest index values are located within the very cold climate zone, largely represented by the Far North region. High costs in less cold districts can be attributed to the relative costs of energy sources faced by these districts.

Costs of Supplies, Materials, and Small Capital Items

The third component index, supplies, material, and capital equipment, is most influenced by geographic differences in shipping costs. The base prices of supplies purchased by districts in different parts of the state may vary to some extent because of volume purchasing, but this difference is small compared to the difference associated with the cost of transporting these items from the major centers of commerce to the remote areas of the state. The costs range from a low of 1.00 in Anchorage School District to a high of 6.81 in Pelican City School District.

In general, larger districts (i.e., districts with higher enrollment figures) tend to exhibit lower costs of goods. Larger districts are able to purchase items in bulk more easily than smaller districts. Another factor contributing to the lower index values for districts with greater enrollments is their proximity to the suppliers of these goods. These districts operate in or near Alaska's major centers of commerce. Transportation costs are

lower, and competition among suppliers in these centers of commerce drives down prices.

Travel Costs

The fourth component index is the cost of travel. Because of the remote locations of some schools and communities in Alaska, travel costs can have a significant impact on the expenditures necessary to operate schools in the state. The majority of the low-cost districts in this index are city school districts and districts located near Anchorage or in another relatively accessible area of the state. These districts tend to have very low costs associated with travel between the district office and the school(s) in the district. For those districts located near Anchorage, travel costs to Anchorage for statewide training tends to be a relatively low-cost item. Districts located close to a center of commerce enjoy low costs for maintenance service travel, resulting in lower cost index values in this travel input index.

Summary of Recommendations

AIR makes a number of recommendations regarding implementation of the GCEI:

- Adoption of the new GCEI presented in this report.
- Improvements and expansion of the personnel databases currently collected by ADEED.
- Adoption of new data collections on non-personnel items including energy fuels; supplies, materials, and capital items; and travel costs.
- Updating the GCEI every 3 to 5 years.
- Using a professional economist for the analysis of personnel costs.
- Phasing in the new index over time to avoid disrupting district budgets.

March 22, 2007

Testimony from Susan Sciabbarrasi, Superintendent, Wrangell Public Schools

In 1998, Senate Bill 36 required the updating and monitoring of District Cost Factors. In July 2004 the Legislative Budget and Audit Committee contracted with ISER to update and modify the AIR District Cost Study. Funding two studies and one review from the capital budget indicates the importance placed on having the results from this final study. As we know, outcomes do not always benefit everyone, however, if the study met the guidelines and criteria that had been directed by the legislators, then, it seems not only prudent but also necessary to implement the results.

According to the ISER study, Wrangell's District Cost Factor would increase from 1.0 to 1.159. **Wrangell currently has the same District Cost Factor as Anchorage at 1.0.** As you are aware, Anchorage's 1.0 Cost Factor was designed as the basis of comparison for all other districts. It is obvious that it costs more to operate a school district on a small Island in Southeast Alaska, with less than a population of 2,000 inhabitants, than to do business in Anchorage where there is International Commerce, discount stores, and multiple means of transportation in and out of the city. In addition, Anchorage is the site for many professional educational conferences as well as most of the state extra-curricular activities that costs our district up to \$1,000 per person. Even this year, fuel prices in Wrangell have been up to \$1.00 per gallon more than in Anchorage. Never the less, the cost factor remains the same. Most importantly, Juneau is considered our closest 'Center of Commerce' and their current Cost Factor of 1.005 is higher than Wrangell's 1.0. That does not make logical sense for Juneau to be our major Center of Commerce yet has a higher cost factor. The new Cost Study remedies that by having Juneau at a slightly lower 1.145 compared to Wrangell's 1.159 District Cost Factor.

The objective of this study was to "determine district funding needs relative to Anchorage". It has nothing to do with the Base Student Allocation, which is determined by the financial needs of the state as a whole. The District Cost Factor is the instrument that takes into account the differences between the districts not the overall Base Student Need. While the Base Student Allocation determines adequacy, the District Cost Factor addresses equity. They are two different factors addressing two very different needs within our state.

In conclusion, results from the ISER study provided the information that was requested by the legislators and funded from the capital budget. We have those results in this study. Why request and fund a study in which you would not implement? Therefore, I am in support of fully implementing the District Cost Factors as presented in HB 72 through the ISER study to be effective July 1, 2007. Thank you for your time and consideration.

Susan Sciabbarrasi



Alaska State Legislature

Please enter into the record my testimony to the House HBSS
COMMITTEE NAME
 committee on HB 72, dated 3/22/07
BILL/SUBJECT TODAY'S DATE

I have been a parent of Kenai Peninsula Borough School District students for 14 years. The state has consistently shortchanged our district, as shown by numerous studies like the 2005-2006 study. Any further delay in even partial mitigation of this ongoing harm to our students is unacceptable. Thank you to the sponsors of this Bill for trying to hold the state accountable in a certain timeframe. Not all harm can be compensated financially, your delay in this matter has already triggered a "brain drain" from the state of the families that care most about education, a loss to our state you will never recover.

Signed: Virginia Espenohade, Virginia Espenohade
TELETYPE (Typed, PRINTED NAME)

Self
REPRESENTATIVE

P.O. Box 1752 Homer
ADDRESS

935-1823
PHONE

Kake City School District

*P.O. Box 450
Kake, Alaska 99830
(907) 785-3741*

March 27, 2007

To: Alaska Legislature
House Finance Committee

Re: HB 72 – School District Cost Factors

Dear Finance Committee Members,

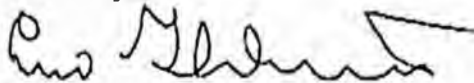
It is with great earnest that I ask for your full support in the implementation of the School District Cost Factors as proposed in HB 72. These cost factors were determined by the ISER Study that was sanctioned by the Legislature some time ago. The ISER Study has clearly demonstrated that existing cost factors are not sufficient to equalize the distribution of Foundation Formula funds as they pertain to the cost of achieving equal services and supplies throughout the school districts of Alaska.

The cost of doing business in the Kake City School District continues to rise. This is particularly true in the areas of electricity, fuel oil, freight, and other fixed costs out of the control of the district. We have been frugal with our education funds and we have adopted various economies of service where we could. We believe it is vital and necessary for the Legislature to recognize and implement the recommendations of the ISER Study and meet the needs of Alaska's students by moving and passing HB 72.

As a school district, we have economized on our fixed costs and in the area of non-educational personnel as much as possible. Failure to adopt School District Cost Factors as proposed in HB 72 will cause us to begin the elimination of needed educational personnel. We are a successful school district that has made AYP every year. Last year Kake City Schools was recognized by the Alaska Department of Education for our improvement within a sub-group while maintaining overall student performance. We want to continue to do well and to give our students every opportunity guaranteed them by the Constitutions of the State of Alaska and the United States of America.

This letter is being submitted on behalf of the Kake City School Board, the students of the Kake City School District, the community of Kake.

Sincerely,



Eric Gebhart
Superintendent

Kake City School District is an Equal Opportunity Employer



Alaska State Legislature

Please enter into the record my testimony to the ___House Finance Committee___ on
___HB72___, dated ___032807___.

I have been very involved with the schools in our community since my oldest son started kindergarten in 1999. In the 8 years since he has been in school, I have witnessed many cuts. Not only has class size increased, we no longer have a librarian and we have minimal PE and music. Every year we hear a worst case scenario that means many teachers are unsure of where or if they will teach the next year.

I realize there are several different reasons for the problem. However, the cost differential has contributed to the deep cuts we have seen in the Kenai borough. We have to address this problem now. I believe a fair allocation of resources will not solve the deficit the school's face. However, it will put all schools in the same boat for the first time since the cost differential was put in place. Then we could concentrate on raising the student allocation across the state.

Please consider the numbers in House Bill 72 not as they affect your specific district, but that they equalize the level of education that can be delivered across the state.

Please, let's put this matter to rest once and for all and start tackling some of the other issues facing schools across the state of Alaska.

Thank You,

Connie Ferguson
Sterling, Alaska

Alaska Association of School Administrators
LEADERSHIP FOR LEARNING

326 Fourth St., Suite 404 • Juneau, AK 99801-1101
Phone: (907) 586-9702 (800) 478-9702 • Fax: (907) 586-5879



28 March 2007

The Honorable Mike Chenault
Co-chair, House Finance Committee

Dear Representative Chenault and House Finance Committee members:

Due to a conflict, I am unable to be present today to testify in favor HB 72 which includes full implementation of the district cost factors.

AASA passed a resolution requesting full funding of the area cost differential based on the ISER study. We also believe that any area cost differential should be accompanied by an increase to the base student allocation for all districts, to better assure adequate funding regardless of the cost factor adjustment.

Thank you for considering this testimony supporting HB 72.

Sincerely,

A handwritten signature in cursive script that reads 'Mary A. Francis'.

Mary A. Francis, Executive Director

Alaska State Legislature
REPRESENTATIVE BRYCE EDGMON
House District 37



March 28, 2007

Dear Representative Chenault,

Adak

Akutan

Aleknagik

Atka

Chignik

Chignik Lagoon

Chignik Lake

Clark's Point

Cold Bay

Dillingham

Egegik

Ekwok

False Pass

Ivanof Bay

King Cove

King Salmon

Koliganek

Manokotak

Naknek

Nelson Lagoon

New Stuyahok

Nikolski

Perryville

Pilot Point

Portage Creek

Port Heiden

St. George

St. Paul

Sand Point

South Naknek

Teguk

Twin Hills

Ugashik

Umanashik

We are eight school district superintendents serving the students of House District 37, which includes Bristol Bay, the Alaska Peninsula, and the Aleutian, Shumagin, and Pribilof Islands.

We send this letter to express our strong support of HB72, your bill that uses 100% of the ISER numbers for district cost factors.

The fact that you were able to get 25% of those numbers last year was of great help to all of our districts. Full implementation of the ISER numbers will mean so much more to the students, parents, teachers and administrators out here.

We agree with you that this issue is really one of fairness. The legislature must recognize the differences in energy costs as well as the greater difficulty to recruit and retain teachers in areas more isolated than Anchorage. To say that we are on an equal playing field as far as education is concerned is unreasonable and shows a poor understanding of the hurdles rural Alaska perpetually faces.

These factors have been studied and debated again and again. It's time to acknowledge the evidence and adjust all school districts across the state to the 100% level.

We thank you for your hard work on this issue. If there's anything any of us can do to help you in your efforts to get this bill passed, please let us know.

Sincerely,

The Superintendents of District 37 Schools

Steve Atwater
Lake & Peninsula Borough S.D.

Arne Watland
Dillingham S.D.

Darrell Sanborn
Unalaska S.D.

Randy Swenson
Aleutians East Borough S.D.

Jamie Stacks
Pribilof S.D.

Joe Beckford
Aleutian Region S.D.

Jack Foster
Southwest Region S.D.

Woody Wilson
Bristol Bay Borough S.D.

State Capitol Building

Room 424, Juneau, AK 99801 • Phone: (907) 465-4451 • Toll Free: 1-800-898-4451 • FAX: (907) 465-3445
Email: Rep_Bryce_Edgmon@legis.state.ak.us

HB

75

HFIN

FILE

HOUSE COMMITTEE REPORT

(11)

Date Referred to Committee: February 12, 2007

FURTHER REFERRALS:

Date of Committee Action: 2/22/07

The FINANCE Committee considered:

HB 75

HOUSE BILL NO. 75

DRIVERS LICENSE: ALCOHOL AWARENESS/MINOR

"An Act relating to driver's licenses and alcohol awareness testing."

Recommends it be replaced with HCS or CS for HB 75 STA
 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
- CED
- COR
- CRT
- EED
- DEC
- DFG
- GOV
- HSS
- LWF
- LAW
- LEG
- 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
HSS				✓

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

<u>Signing with recommendations</u>	Printed Last Name	DP	DNP	NR	AM
<i>[Signature]</i>	Hawker				*
<i>Harry Crawford for</i>	CRAWFORD	X			
<i>Reggie</i>	Joule	X			
<i>Wm. [Signature]</i>	THOMAS		X		
<i>Mary Nelson</i>	NELSON	✓			
<i>[Signature]</i>	Gara				✓
<i>[Signature]</i>	STOLTZ			X	
<i>[Signature]</i>	KELLY			✓	
<i>[Signature]</i>	FOSTER	X			
Chair: <i>[Signature]</i>	Meyer	X			
Chair: <i>Mike Chumack</i>	Chumack			X	

500

FISCAL NOTE

STATE OF ALASKA
2007 LEGISLATIVE SESSION

Fiscal Note Number: 1
 Bill Version: CSHB 75(STA)
 (H) Publish Date: 2/12/07

Revision Date/Time (Note if correction):
 Title "An Act relating to driver's licenses and alcohol awareness testing"
 Sponsor Rep. Ramras
 Requester (H) STA

Dept. Affected: Administration
 RDU Division of Motor Vehicles
 Component Motor Vehicles
 Component No. 2348

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Personal Services	0.0	0.0	0.0	0.0	0.0	0.0
Travel	0.0	0.0	0.0	0.0	0.0	0.0
Contractual	5.0	0.0	0.0	0.0	0.0	0.0
Supplies	0.0	0.0	0.0	0.0	0.0	0.0
Equipment	0.0	0.0	0.0	0.0	0.0	0.0
Land & Structures	0.0	0.0	0.0	0.0	0.0	0.0
Grants & Claims	0.0	0.0	0.0	0.0	0.0	0.0
Miscellaneous	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL OPERATING	5.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1003 GF Match	0.0	0.0	0.0	0.0	0.0	0.0
1004 GF	0.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1037 GF/Mental Health	0.0	0.0	0.0	0.0	0.0	0.0
1156 Reciept Supported Services	5.0	0.0	0.0	0.0	0.0	0.0
TOTAL	5.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2007) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal:

POSITIONS

Full-time	0	0	0	0	0	0
Part-time	0	0	0	0	0	0
Temporary	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

This legislation will require that an applicant for an original Alaska Driver's License, over age 21, take and pass a separate knowledge (written) test specific to alcohol awareness. The 1-time cost is to contract with our software provider for programing this new test into our existing testing machines.

Prepared by: Duane Bannock, director
 Division: Motor Vehicles
 Approved by: Kevin Brooks, Deputy Commissioner
 Agency: Department of Administration

Phone 465-2200
 Date/Time 2/2/07 12:00 PM
 Date 2/5/2007

FISCAL NOTE

STATE OF ALASKA
2007 LEGISLATIVE SESSION

Fiscal Note Number: HB75
 Bill Version: _____
 () Publish Date: _____
 Dept. Affected: Health & Social Services

Revision Date/Time (Note if correction): _____
 Title DRIVERS LICENSE: ALCOHOL AWARENESS/MINOR

RDU Behavioral Health
 Component Alcohol Safety Action Program

Sponsor RAMRAS
 Requester HOUSE (FIN)

Component No. 305

Expenditures/Revenues (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
CHANGE IN REVENUES (0)						

FUND SOURCE (Thousands of Dollars)

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

Estimate of any current year (FY2007) cost: _____
 Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)
 HB75 describes an act relating to driver's licensing and alcohol awareness testing for those licensed drivers in Alaska who are turning 21 years old, and returning their "under 21" driver's license in order to receive the full privileged adult license.

 There will be no fiscal impact to the division.

Prepared by: Stacy Toner, Acting Division Director Phone 465-2817
 Division Behavioral Health Date/Time 02/20/2007
 Approved by: Karleen Jackson, Commissioner Date 02/22/2007
 Agency Department of Health and Social Services

Alaska State Legislature

Session:

State Capitol, Room 118
Juneau, Alaska 99801-1182
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Toll Free: (877) 465-3004

**Interim:**

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Fairbanks, Alaska 99701
Ph: (907) 452-1088
Fax: (907) 452-1146
Toll Free: (877) 465-3004

Representative Jay Ramras House District 10

Chair, House Judiciary Committee • Member, House Labor & Commerce Committee • Member, House Oil & Gas Committee • Member, House Military & Veteran Affairs Committee

Sponsor Statement HB 75

Driver's License: Alcohol Awareness/Minors
2/12/07

House Bill 75 continues my efforts to improve alcohol management and awareness in Alaska.

It stipulates that all drivers' licenses issued to a person under 21 years of age will expire within ninety-days of the person's 21st birthday.

HB75 will further require that a person turning 21 years of age take a test regarding alcohol safety, awareness, and laws related to drinking and driving, prior to receiving an adult Alaska driver's license.

Once HB75 takes effect, all drivers' licenses of Alaskans 21 years of age or older will be adult licenses. The alcohol awareness test will serve to relate the privilege of driving to the responsibility of consuming alcohol. The test will be designed by the Division of Motor Vehicles, and it is the Sponsor's intent to have MADD participate in the process of designing this test.

HB75 will also help cut down on minors consuming alcohol, by creating a bright line between adult and minor drivers licenses, since a license issued to a person over 21 years of age will be an adult license and look different than a license issued to a minor.

Please join me in supporting this important piece of legislation.

Alaska State Legislature

Session:

State Capitol, Room 118
Juneau, Alaska 99801-1182
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Fax: (907) 465-2070
Toll Free: (877) 465-3004

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Representative Jay Ramras House District 10

Chair, House Judiciary Committee • Member, House Labor & Commerce Committee • Member, House Oil & Gas Committee • Member, House Military & Veteran Affairs Committee

Sectional Summary

HB 75/Driver's License: Alcohol Awareness/Minors
Work Order 25-LS0348\K

Section 1. States that a person upon reaching 21 years of age must pass a test administered by the Department of Motor Vehicles regarding alcohol awareness, safety, and laws relating to alcohol and driving before their license may be reissued as an adult driver's license.

Section 2. States when a persons' driver's licenses will expire in relation to their 21st birthday.

Alaska State Legislature

Session:

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Juneau, Alaska 99801-1182
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Representative Jay Ramras House District 10

Chair, House Judiciary Committee • Member, House Labor & Commerce Committee • Member, House Oil & Gas Committee • Member, House Military & Veteran Affairs Committee

Changes to House Bill 75 version 25-LS0348\A to version 25-LS0348\E

The following changes were made to version \A:

- Page 1, Lines 8-9 the following language was removed [, and a person renewing a license for the first time after the effective date of this Act]. The effect of this amendment is that a person, whose driver's license is in good standing, will not be required to take the alcohol awareness test when renewing their license.
- Section 2. Expiration and renewal of a license issued to a person 21 years of age. This section was reworded to eliminate the problem that would occur if a person was turning 21 on the last day of the month, and it fell on a weekend. This would cause their license to expire and it would not be renewable until the following work week.

Department of Administration
Division of Motor Vehicles

State of Alaska > Administration > DMV > DUI Consequences

DUI Consequences & Alternatives

Before you drink and drive, consider the consequences and alternatives

CONSEQUENCES

AVERAGE COST OF A FIRST DUI	\$22,740
3 days in jail	\$270
Court Fines	\$1,500
Sentencing	\$250+
Vehicle Impound Fee	\$300+
Loss of Vehicle (30 Days)	\$\$\$
Attorney (Your attorney)	\$\$\$
<ul style="list-style-type: none"> • Change of Plea • Court Proceedings • DMV Administrative Hearing 	\$5,000+ \$3,500+ \$850
Attorney (Court Appointed)	\$200
<ul style="list-style-type: none"> • Change of Plea • Court Proceedings 	\$200 \$500
SR22 Insurance	
<ul style="list-style-type: none"> • \$2,000 Per Year for 5 years 	\$10,000
Replacement License	\$20
License Reinstatement Fee	\$250
Education Compliance	\$150

IN ADDITION:

Written Test	Free
Embarrassment	
Taxicab/Bus/Friends	\$\$\$
Loss of Driving Privileges (90 Days)	\$\$\$
Loss of Job / Future Jobs	\$\$\$
Loss of Property	\$\$\$
10 points on your driving record	\$\$\$

DUI'S STAY ON YOUR RECORD FOREVER

LOSS OF LIFE **Priceless**

ALTERNATIVES:

Average cost of an alternative ride	\$15
Designated Driver	0
Taxicab (per mile)	\$2

For the cost of a first time DUI you could ride 11,370 miles in a taxicab.
 That is almost 1/2 way around the world.

REV. 8/19/05



Quick Links...

- DMV Web Cameras
- Online Address Change
- Online Registration Renewal
- Personalized Plates Online

Of Interest...

- Forms
- General Information
- Links to Other Related Sites
- Office Locations/Hours
- Office Closures
- Regulations
- Research Materials
- Senior Citizen Information
- Statistics
- Table of Contents
- Partner Information

Alaska Department of Motor Vehicles
Driver's License Test

I AM A SAMPLE	123-45-7894
General Knowledge	02-06-2007
Juneau Office	English(EN)
20 Questions	16 Questions
	25 Minutes

When turning right from a two way street onto another two way street you should:



- A Get into right lane well ahead of turn
- B Look out of right side of windshield for pedestrians
- C Signal intention to turn for at least 100 feet
- D All of these

You are making left turn from a one way street to a one way street. You should:



- A Approach the intersection in the left lane, and enter either lane.
- B Approach the intersection in the left lane and enter the cross street in the left lane.
- C Approach in other lane but enter in the lane closest to the left.
- D You can not make this type of turn

Test #1

1

2/6/2007

2/22/07

A solid double yellow center line means:



- A Passing permitted when safe
- B Residential district
- C Passing is not permitted
- D Dangerous curve ahead - reduce speed

Driving While Intoxicated (DWI) is a crime which carries mandatory jail sentence. What is the minimum jail time you will get in a first conviction for DWI?

- A 20 consecutive days
- B 96 consecutive hours
- C 10 consecutive days
- D 72 consecutive hours

You see a flashing red ball. You should:



- A Proceed only when it is safe to do so.
- B Proceed as if it were a stop sign.
- C Come to a complete stop.
- D All of these

What does the solid red arrow mean?



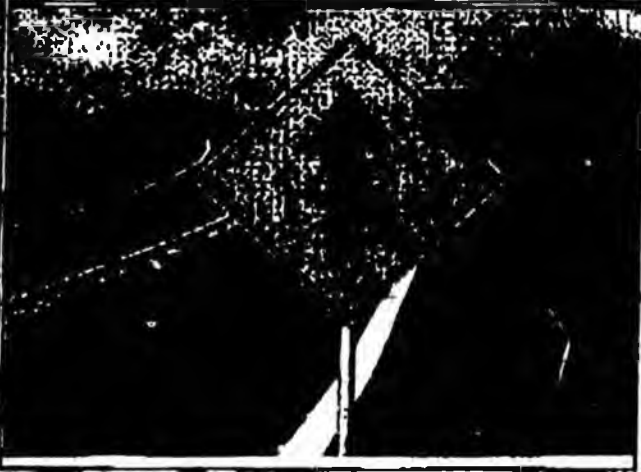
- A Stop and do not turn until the arrow turns to green.
- B Left turns are not permitted.
- C Stop and then proceed only when it is safe to do so.
- D None of these

2

The closest you can get to the back of an ambulance traveling in response to an emergency is:

- A 200 feet
- B 300 feet
- C 400 feet
- D 500 feet

What does this sign mean?



- A Merge left.
- B Winding road ahead.
- C Traffic merging in from right.
- D Keep to the right.

When approaching a school bus displaying flashing red lights, the driver should:

- A Stop, and do not move the car until the red lights go out
- B Slow down and proceed with caution
- C Stop, make sure it is safe to pass the bus, then move on
- D Blow the horn and pass slowly

One of the penalties for Driving Under the Influence (DUI) or refusal to submit to a chemical test is loss of license for not less than:

- A Six months.
- B 90 days
- C 60 days
- D 30 days

A driver approaching a stopped school bus displaying flashing amber lights should always:

- A Blow your horn and pass slowly.
- B Slow down and prepare to stop
- C Speed up and pass quickly
- D Stop, and do not start until bus has passed you

What must you do if your license has been suspended, before it is reinstated?

- A Pass any required test.
- B Provide proof of insurance (SR-22).
- C Pay a reinstatement fee.
- D All of the above.

In the event of a crash, you are required to do what right away?

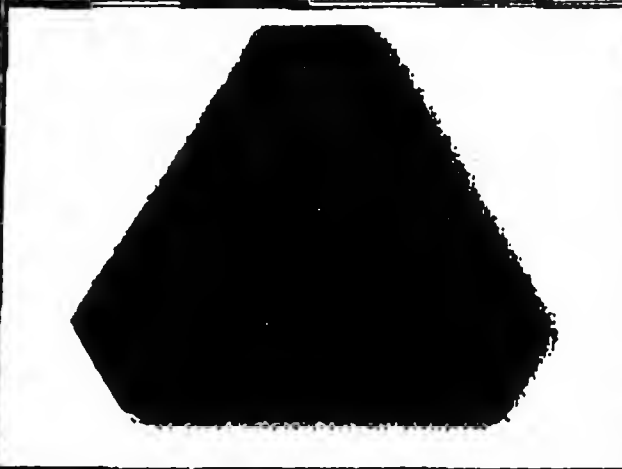
- A Stop at once
- B Help anyone who may be hurt
- C Warn other traffic
- D All of the above

3

Excluding business districts, alleys, school zones and residential districts, the speed limit on Alaskan roadways is:

- A 55
- B 50
- C 60
- D 45

An orange triangle with red borders like this sign means:



- A Slow moving vehicle
- B Detour
- C Work zone
- D Yield

Dim your headlights when you are _____ feet away from an oncoming vehicle.

- A 300 or more
- B 500 or more
- C 400 or more
- D 200 or more

Mandatory insurance laws require that proof of insurance be provided when involved in a crash. The penalty for driving without motor vehicle liability insurance is license suspension for a minimum of:

- A 60 days
- B 90 days
- C 2 years
- D 30 days

A conviction of reckless driving will result in:

- A Revocation of the license to drive.
- B Suspension of the privilege to drive.
- C A warning for the first occurrence, and a \$50 fine in the second.
- D A \$50 fine and 4 points on your record.

One of the ways to avoid a rear end collision with the car in front of you is:

- A Use the four-second rule.
- B Watch for brake lights.
- C Look for problems ahead.
- D All of the above.

4

This sign warns you to:



- A Look for a traffic light ahead.
- B Stop at the next intersection.
- C Look for a railroad crossing ahead.
- D None of these

5

Alaska Department of Motor Vehicles
Driver's License Test

I AM A SAMPLE	123-45-6789
General Knowledge	02-06-2007
Juneau Office	English(EN)
20 Questions	25 Minutes
	16 Questions

When this sign is posted on a multi-lane highway, you:



- A May go 60 miles per hour to pass another car.
- B Must go 55 miles per hour
- C May go 55 miles per hour
- D May not pass

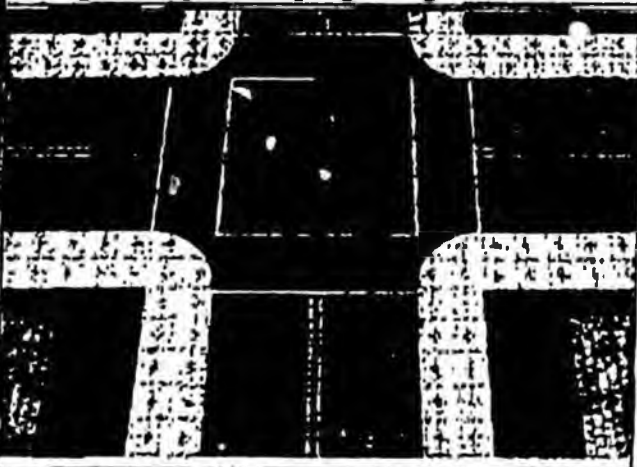
One of the penalties for Driving Under the Influence (DUI) or refusal to submit to a chemical test is loss of license for not less than:

- A 90 days
- B Six months.
- C 60 days
- D 30 days

Parking lights may only be used:

- A When visibility is poor
- B Within one hour of sunset or sunrise
- C When parked
- D All of those

The right of way law for going through an uncontrolled intersection states that:

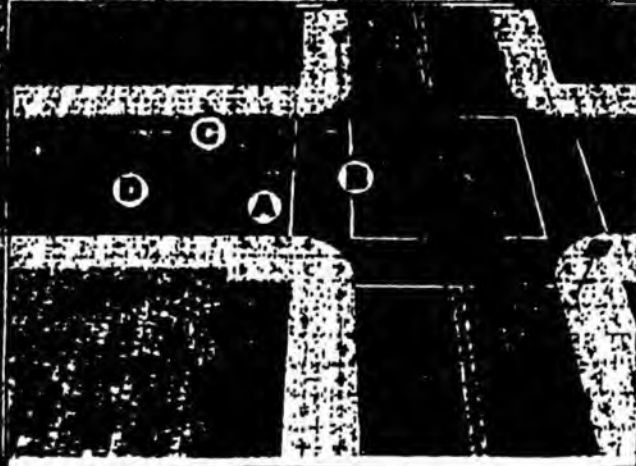


- A The driver on the right should blink the headlight to signal their intent.
- B The driver on the left has the right of way.
- C The driver on the left should never stop.
- D The driver on the right has the right of way.

Test #2

6

When turning from a two way street onto a one way street which path should you follow?



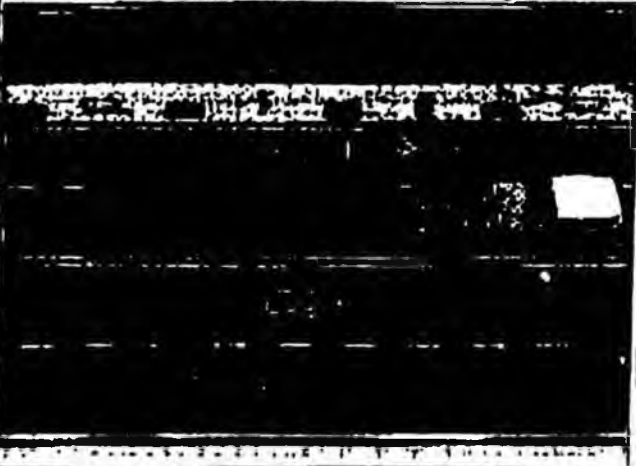
Path A

Path B

Path C

Path D

A dashed white line on a multi-lane roadway means:



Passing is permitted into any lane.

Passing is prohibited.

Passing is permitted into adjoining lane across dashed white line.

None of these

Statistics show that alcohol is

involved in more than half of all traffic deaths.

rarely involved in any traffic crashes.

the cause of all traffic crashes.

involved only in traffic crashes when death doesn't occur.

You are stopped at a railroad crossing and the train has just passed. You can:

Look to see if another train is coming and then cross the tracks if clear.

Pull aside to have a better view and then cross the tracks.

Start to cross the tracks.

Wait 20 seconds to cross the tracks.

Slower moving vehicles on a multi-lane highway should:

Use either lane

Use right hand lane

Use left hand lane

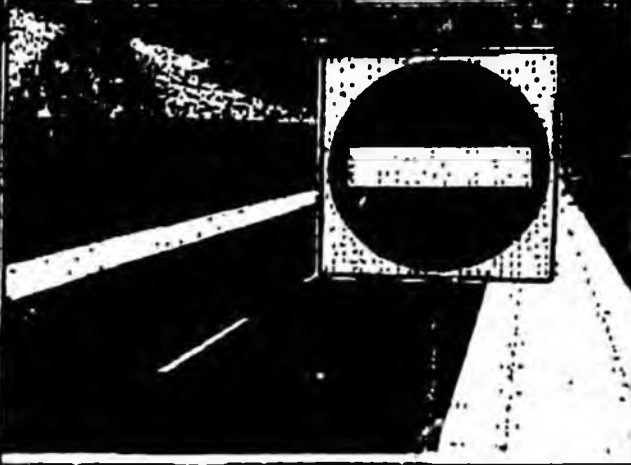
Use lane with least traffic

1

A siren is in operation on an emergency vehicle. You must:

- A Slow down and drive with caution
- B Stop where you are
- C Drive to the nearest intersection and stop
- D Pull over to the side and stop clear of intersection

When you see the sign below, you are allowed to:



- A Enter the street if you're only going less than one block.
- B Enter the street if the weather conditions are ideal
- C Drive in reverse into the street if you're only going less than a block.
- D None of these

A conviction of reckless driving will result in:

- A A warning for the first occurrence, and a \$50 fine in the second.
- B A \$50 fine and 4 points on your record.
- C Suspension of the privilege to drive.
- D Revocation of the license to drive.

You are driving on a highway with separated roadways with two or more lanes in each direction. A school bus has stopped in the opposite direction.

- A You must stop until the red lights stop flashing.
- B You must slow down.
- C You can proceed at 15 miles per hour.
- D You need not stop.

You must indicate your intention to turn at least _____ before turning.

- A 100 feet
- B 50 feet
- C 200 feet
- D 300 feet

Driving While Intoxicated (DWI) is a crime which carries mandatory jail sentence. What is the minimum jail time you will get in a first conviction for DWI?

- A 96 consecutive hours
- B 20 consecutive days
- C 10 consecutive days
- D 72 consecutive hours

At an intersection with a traffic light showing a left green arrow, you should:

- A Stop, then make the left turn
- B Wait until the light turns green
- C Turn left when intersection is clear
- D Always speed up and quickly turn left.

8

Operators or owners must have motor vehicle liability insurance coverage of not less than:

- A \$50,000/\$100,000/\$25,000
- B \$100,000/\$200,000/\$50,000
- C \$25,000/\$50,000/\$5,000
- D \$25,000/\$50,000/\$15,000

If you are involved in a traffic crash, you must notify the police as soon as possible, and must submit proof of insurance to DMV within 15 days:

- A If there is death or personal injury or property damage of \$501.00 or more
- B Only if there is property damage of \$2000.00 or more
- C Only if there is property damage of \$1000.00 or more
- D Only if there is death or personal injury

What does the solid red arrow mean?



- A Stop and do not turn until the arrow turns to green.
- B Left turns are not permitted.
- C Stop and then proceed only when it is safe to do so.
- D None of these

The meaning of the sign below is:



- A Two way road
- B Keep to the right of a divided highway
- C Traffic merging from the right
- D Traffic merging from the left

9

Alaska Department of Motor Vehicles
Driver's License Test

I AM A SAMPLE

123-45-7894

General Knowledge

02-06-2007

Juneau Office

English(EN)

25 Minutes

20 Questions

16 Questions

The school zone speed limit is:

- A Only enforced when kids are arriving or leaving the school premises.
- B Only enforced when weather conditions are less than ideal.
- C 20 miles per hour
- D 25 miles per hour

When backing up your vehicle you should:

- A Use only your mirror to look out for things to the rear.
- B Honk your horn so pedestrians and other vehicles know what you are doing
- C Turn your body and head to the right to look out the rear window.
- D None of these

Driving under less than ideal conditions requires you to adjust your speed to:

- A Other traffic
- B Weather conditions
- C Existing road conditions
- D All of these

The first thing affected after drinking alcohol is a person's:

- A Speech
- B Judgment
- C Balance
- D Vision

Upon the approach of a vehicle displaying a flashing blue or red light the law requires that you must:

- A Stop where you are
- B Drive to the nearest intersection & stop
- C Pull over to the side & stop clear of any intersection
- D Slow down & drive with caution

Mandatory insurance laws require that proof of insurance be provided when involved in a crash. The penalty for driving without motor vehicle liability insurance is license suspension for a minimum of:

- A 60 days
- B 90 days
- C 2 years
- D 30 days

One of the penalties for Driving Under the Influence (DUI) or refusal to submit to a chemical test is loss of license for not less than:

- A Six months.
- B 90 days
- C 60 days
- D 30 days

Test #3

10

When turning around on a city street, the safest idea is to:

- A Drive around the block.
- B Never make a "U" turn because it is illegal.
- C Back up to where you should have been.
- D Pull over and park.

An arrow painted on the roadway means:

- A You must only follow the arrow directions when traffic lights are not working.
- B It is suggested that you make the movement indicated by the arrow.
- C You must make the movement indicated by the arrow after coming to a complete stop.
- D You must make the movement indicated by the arrow.

A flashing yellow traffic signal means:



- A Stop
- B Go straight ahead
- C No left turn
- D Slow down and proceed with caution

The closest you can get to the back of an ambulance traveling in response to an emergency is:

- A 500 feet
- B 400 feet
- C 300 feet
- D 200 feet

When getting ready to pass, you should:

- A Move out across center line to better see the road ahead.
- B Pull up close to the vehicle in front of you as safely as possible.
- C Check for a no passing zone.
- D Try to avoid passing at all as this is a very dangerous maneuver.

11

The sign below means:



A Sharp curve ahead

B No left turn

C No U turn

D None of these

In the event of a crash, you are required to do what right away?

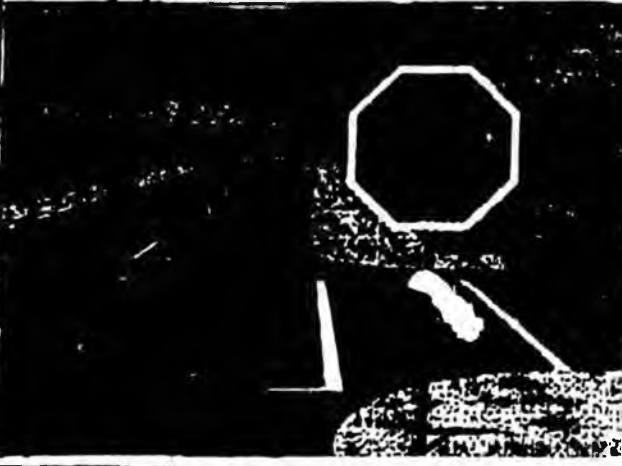
A Help anyone who may be hurt

B Stop at once

C Warn other traffic

D All of the above

At this sign you must:



A Slow down and prepare to stop if another car is close

B Make a complete stop

C Stop at least two car lengths from the intersection

D None of these

Dim your headlights when you are _____ feet away from an oncoming vehicle.

A 300 or more

B 500 or more

C 400 or more

D 200 or more

You are driving on a highway with separated roadways with two or more lanes in each direction. A school bus has stopped in the opposite direction.

A You need not stop.

B You must slow down.

C You must stop until the red lights stop flashing.

D You can proceed at 15 miles per hour.

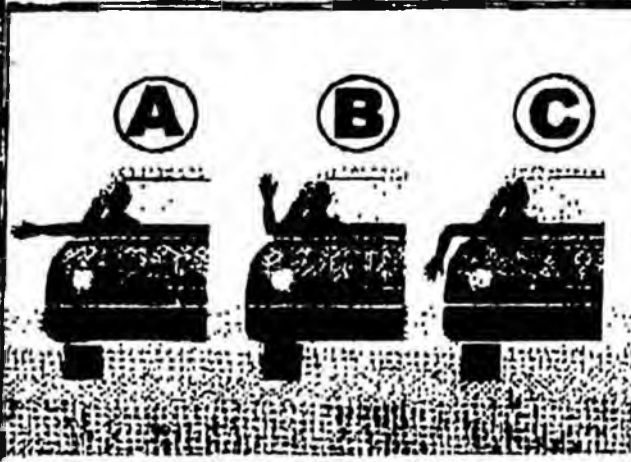
12

This sign is at a corner where you want to turn left. You should:



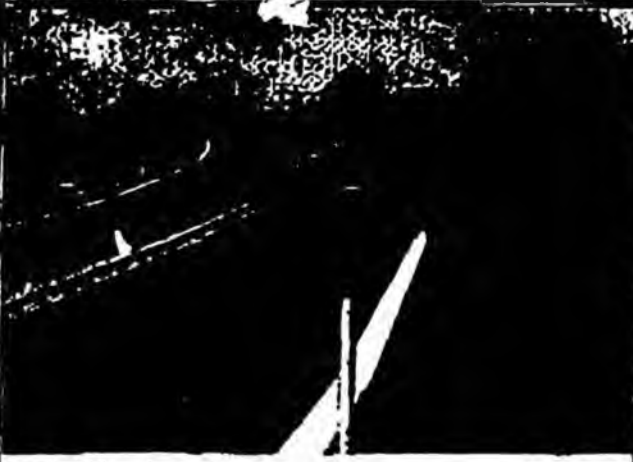
- A Turn left only if there is no other traffic
- B Back up into the street
- C Go straight ahead, no left turn permitted
- D Turn left but yield to other traffic

Which illustration shows the hand signal for a right turn?



- A Image A
- B Image B
- C Image C
- D None of these

An orange sign with black letters means:



- A Stop.
- B A warning sign to alert drivers to dangerous conditions ahead.
- C Construction.
- D Yield.

13

Alaska Department of Motor Vehicles
Driver's License Test

I AM A SAMPLE	123-45-7894
General Knowledge	02-06-2007
Juneau Office	English(EN)
20 Questions	18 Questions
	25 Minutes

A conviction of reckless driving will result in:

- A Suspension of the privileges to drive.
- B Revocation of the license to drive.
- C A warning for the first occurrence, and a \$50 fine in the second.
- D A \$50 fine and 4 points on your record.

The first thing affected after drinking alcohol is a person's:

- A Speech
- B Balance
- C Judgment
- D Vision

A pedestrian is crossing the street in a crosswalk. You must:

- A stop until the person is out of the crosswalk.
- B slow down and go around the person at a slow pace.
- C drive off as soon as the person has moved past your car.
- D honk your horn to alert them, as they are not being careful.

When this sign is posted on a multi-lane highway, you:



- A Must go 55 miles per hour
- B May go 60 miles per hour to pass another car.
- C May go 56 miles per hour
- D May not pass

Test #4

14

What does the solid red arrow mean?



- A Stop and do not turn until the arrow turns to green.
- B Left turns are not permitted.
- C Stop and then proceed only when it is safe to do so.
- D None of these

After drinking, doing the following can help you sober up:

- A Drink black coffee. The caffeine accelerate detoxification.
- B Take a cold shower.
- C Wait a period of time. Only time will eliminate the effects of alcohol.
- D None of these

A dashed yellow line on a roadway means:



- A No passing zone
- B Passing permitted when safe
- C Residential district
- D A speed zone

When entering a controlled access highway-freeway it is important:

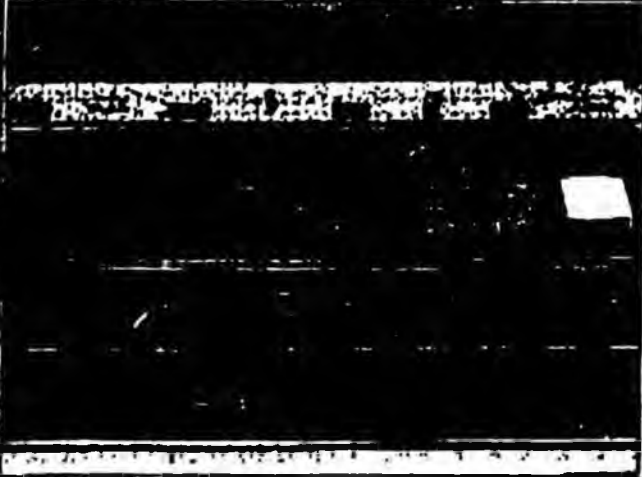
- A Get up to speed just as quickly as possible.
- B Move directly into the right hand traffic lane.
- C Make your vehicle noticed so that the drivers already on the roadway will yield and let you in.
- D Use the acceleration lane before merging into the traffic stream.

If you are involved in a traffic crash, you must notify the police as soon as possible, and must submit proof of insurance to DMV within 15 days.

- A Only if there is property damage of \$2000.00 or more
- B If there is death or personal injury or property damage of \$501.00 or more
- C Only if there is property damage of \$1000.00 or more
- D Only if there is death or personal injury

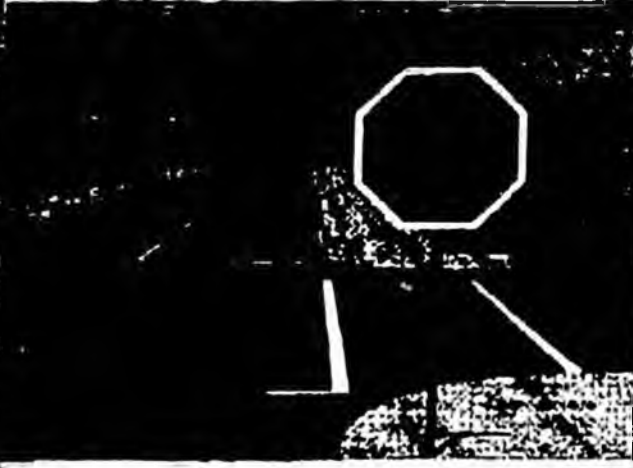
15

A dashed white line on a multi-lane roadway means:



- A Passing is prohibited.
- B Passing is permitted into adjoining lane across dashed white line.
- C Passing is permitted into any lane.
- D None of these

At this sign you must:



- A Slow down and prepare to stop if another car is close
- B Make a complete stop
- C Stop at least two car lengths from the intersection
- D None of these

Upon the approach of a vehicle displaying a flashing blue or red light the law requires that you must:

- A Stop where you are
- B Drive to the nearest intersection & stop
- C Pull over to the side & stop clear of any intersection
- D Slow down & drive with caution

Dim your headlights when you are _____ feet away from an oncoming vehicle.

- A 200 or more
- B 400 or more
- C 500 or more
- D 300 or more

You are driving on a highway with separated roadways with two or more lanes in each direction. A school bus has stopped in the opposite direction.

- A You can proceed at 15 miles per hour.
- B You must stop until the red lights stop flashing.
- C You must slow down.
- D You need not stop.

Operators or owners must have motor vehicle liability insurance coverage of not less than:

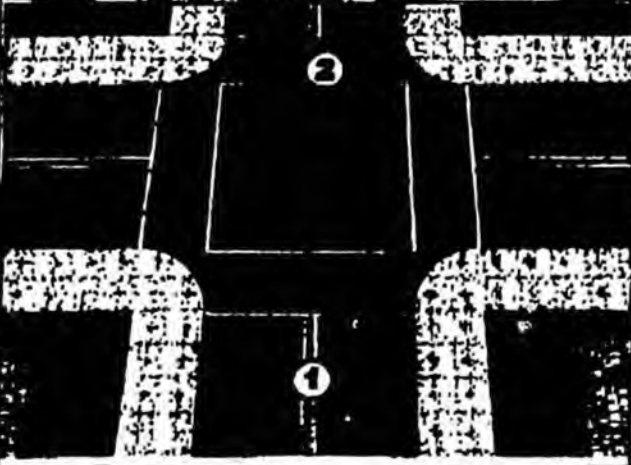
- A \$80,000/\$100,000/\$25,000
- B \$100,000/\$200,000/\$50,000
- C \$25,000/\$50,000/\$5,000
- D \$25,000/\$50,000/\$15,000

16

If you are about to miss your exit from a controlled access highway-freeway you should:

- A Pull over to the right and carefully back up to the exit ramp.
- B Continue on to the next exit.
- C Cross over the median strip to exit going the opposite way.
- D Signal your intentions, break, and move sharply to the right.

You are in the red car (1) turning left and the blue car (2) has started into the intersection. You must:



- A Yield to the blue car (2).
- B Turn quickly to the left.
- C Stop where you are.
- D Speed up so you can safely make your turn.

The sign below means:



- A Sharp curve ahead
- B No left turn
- C No U turn
- D None of these

Slower moving vehicles on a multi-lane highway should:

- A Use left hand lane
- B Use lane with least traffic
- C Use either lane
- D Use right hand lane

You are presumed driving under the influence if the alcohol concentration of your breath is _____ or more:

- A .08%
- B .05%
- C .10%
- D .40%

17

2-6-07

MADD Fairbanks, thoughts / comments re: Jay's DMV bill HB 75
Jane Pierson (Jay's aide)

We have not yet talked to either Jay, or Duane Bannock (DMV Director) about this bill.

Under this bill, a driver's license obtained before the driver reaches the age of 21 would expire at the end of the month in which that person reaches age 21.

A driver would then have to pass a re-test at the age of 21.

This re-test would focus on alcohol awareness and safety, and the laws related to alcohol and driving.

The new license would state that the person has passed this alcohol awareness test.

We do like the idea of putting this kind of emphasis on the dangers of drinking and driving, and we think that DMV is the appropriate place -- it's a perfect and efficient funnel point for virtually all resident drivers driving on Alaskan roads. We think that Jay's idea has merit, and that it can just be incorporated into the existing licensing process.

You can get a learner's permit at 14 -- we believe (but aren't sure) that this is a different test from the one you take at 16 to get your license.

You can get your permanent driver's license at 16.

We think that every test -- age 14 (learner's permit), age 16 (permanent driver's license), & age 21 (re-test, w/ alcohol emphasis) -- should have direct questions regarding DUI laws and the effects of driving under the influence.

We should introduce the alcohol issue early and often.

There should be tough, no-nonsense questions, statements, and graphic photos -- nothing watered down or sugar-coated.

We don't think that we should wait until age 21 (when young people often still feel that they know it all and that they're immortal).

It would be much better to influence them at the youngest age (14, for learner's

permit) when they are eager to get "wheels" and might pay closer attention to things that help them achieve that.

In subsequent years to 21, they might pay more attention to DUIs, DUI crashes, insurance rates, etc., and realize that these are very serious issues, especially as the prospect of passing the test again looms.

Kids as young as 14 are well capable of understanding the dangers of drinking and driving. (They should begin hearing this message at home and at school at a much younger age than that.) It's a mistake to wait until they are 21 to emphasize it. That's too late.

We suggest that the DUI problem be covered very thoroughly in the driver's test study manual, and that there be a significant percentage of alcohol / DUI-related questions on every test (we don't know how many questions, total or alcohol-related, are on the test now), and that you don't pass the test if you miss more than one of these questions. This will help stress the importance of this issue.

A few extra questions should add no more than a few short minutes to the test -- if they study and know the info, they breeze right through -- if they didn't study, they struggle and it's their own fault.

Again, this will help elevate the importance of alcohol issues and safety, and they will study it if only to pass the test.

We would be happy to submit and / or review questions for consideration for a test (favor multiple choice over True / False ?).

We are also in favor of requiring the viewing of the Troopers' year 2000 Alaska DUI fatalities video (~45 minutes) at one or more of the licensing ages (at 21, and again at either 14 or 16?).

It is a very, very good video, and it really brings the message home. (If you have not yet seen it, you should do so.)

While we can see DMV's point (Mr. Bannock made this point with us a couple of years ago) of not wanting to lengthen the time that one spends at DMV, we respectfully think that it is misguided in this case.

People spend many hours a week shopping, watching TV and movies, surfing the

net, watching and playing sports, etc. Again, with all due respect, we should not be cowed into believing that it's a big imposition to have them spend one extra hour at DMV **once or twice in their lifetime**, especially when it will help save lives. A strong, responsible, caring legislature should step up and demonstrate that they care more about saving Alaskan lives than they do about some tired old joke about the lines at DMV. A clever ad campaign could kill this joke in a hurry.

Incorporating these changes into the existing licensing process should minimize the cries of added state budget expense and also emphasize the importance of this issue. And theoretically, any small increase in the cost of improving the manual and test questions would be negated quickly by decreased DUI-related crashes, damages, and court costs (and DUI perpetrators should have a tough time convincing the system that they were ignorant of the law or of the consequences of driving under the influence).

Thanks for your consideration of these comments and suggestions.

Sincerely,

Pete Eagan

President, MADD Fairbanks



A WEEKLY NEWSPAPER
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CHUGIAK AND EKLUTNA

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- > Calendar
- > Obituaries
- > People We Know
- > Question of the Week
- > Schools
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Story Last modified at 9:07 a.m. on Thursday, January 11, 2007

Educated bill has prevention potential

Kudos to Rep. Jay Ramras, R-Fairbanks, of House District 10 for pre-filing a bill that goes beyond enforcement and stresses the importance of educating drivers on the dangers of alcohol and responsible drinking practices.

According to a Jan. 4 press release, legislation passed through the pre-filed bill would require those 21 years of age or older applying for a new license or renewing a license for the first time to pass a test regarding alcohol awareness, safety and the laws relating to alcohol and driving before a license is issued or renewed.

The release said Ramras plans to invite Mothers Against Drunk Driving officials to work with the Division of Motor Vehicles in creating the alcohol awareness and safety test to reinforce the importance of responsible driving practices for those who are legally able to drink alcohol.

The new law would also seek to reduce minor alcohol consumption, since the license of a driver who passes the test would differ in appearance from one issued to a minor, allowing those who are under 21 to be easily recognized by businesses that serve and sell alcohol.

We all know youth who want to drink can be very creative in how they obtain alcohol, but Ramras' proposed legislation is one more step toward creating responsible drivers by further reinforcing the importance of responsible drinking behavior.

No one can discount the steps taken for youth as

Birchwood Weather

Last updated: Mon, 22-Jan-2007 10:32

Temperature: 14° F

Rel. Humidity: 85%

Wind: Calm

Pressure: 29.61 in. Hg

Visibility: 10 miles

Conditions: Clear

Choose Your City

Calendar

January						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

far as education goes. Anchorage Police Department school resource officers work regularly within the Anchorage School District to educate youth about the dangers of drugs and alcohol through the Drug Abuse Resistance Education program.

The message of not driving while intoxicated is further reinforced for young drivers prior to obtaining a license through the DMV's standard testing, but how many of them remain aware of what the laws and repercussions are beyond the one or two questions they might have to answer to obtain or qualify for a license?

The best form of prevention is education, and Ramras' proposed legislation takes a valuable step toward reinforcing that instruction shouldn't end for young drivers who are no longer in school. Providing additional reinforcement of the importance of drinking responsibly will go a long way toward reinforcing laws and saving lives before irresponsible habits can be formed by drivers who have left the classroom behind.

It's all too easy for young drivers to embrace the right to drink when they turn 21 and forget everything that was stressed years before or for educators to say they've done their part in telling them the rules. In the end, it's each driver's responsibility to make the right decision, and no driver can plead ignorance of the laws that govern alcohol consumption and driving, but there is no harm in giving drivers a reminder and reinforcing laws, particularly when they are reaching an age of change, such as those who are becoming legally able to drink.

Driving while intoxicated is not a victimless crime. Those who drive under the influence of alcohol transform their vehicle into a weapon and threaten the life of everyone sharing the streets with them. I have no pity for drivers who make the conscious choice to climb behind the wheel while intoxicated only to end up in the back seat of a police car. However, it makes sense to give them a gentle reminder of the laws governing drinking and driving before they or someone else pays with their life.

Other legislators should take a cue from Ramras and push through what is a simple way to help keep our roadways and citizens safer. While I know there is no cure for the human tendency to forego common sense in the wake of a night of drinking, perhaps additional education will reinforce for young drivers the importance of planning before partying and the very real consequences of their actions before they end up with a MADD mother of their own.

- Mary M. Rall

This article published in The Alaska Star on Thursday, January 11, 2007.

[E-MAIL STORY TO FRIEND](#)

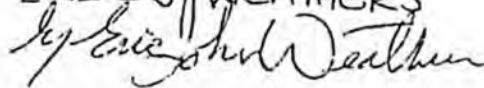
[PRINTER FRIENDLY FORMAT](#)

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Committee: House Finance
Scheduled Time: 1:30 PM
Bill: HB 75
Bill Sponsor(s): Rep. Ramras, Crawford
Testimony by: ERIC J WEATHERS
Address: Third Judicial District
c/o P.O. Box 1791
Cordova, Alaska
Zip Exempt

I, ERIC J WEATHERS oppose HB 75. There are more than enough drivers license laws, this bill will only allow the social scientists to get more money for nothing. I am over 50 years old, if I do not know how to drink by now no government test is going to teach me!

Signed;

ERIC J WEATHERS


ERIC J WEATHERS
District 5

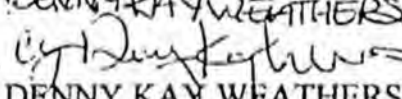
Committee: House: Finance
Scheduled Time: 1:30 PM
Bill: HB 75
Bill Sponcer(s): Rep. Ramras, Crawford
Testimony by: DENNY KAY WEATHERS
Address: Third Judicial District
c/o P.O. Box 1791
Cordova, Alaska
Zip Exempt

I, DENNY KAY WEATHERS oppose HB 75 in its entirety. I myself am a non drinker and a non drug user and the thought of a *government forced* alcohol and drug awareness and safety examination is offensive to me. I also do not believe an *Intrusive Government* and this bill is very intrusive.

Your bill only targets the honest people, most DWI/DUI accidents that happen are by persons that have already had their licenses suspended or revoked but they are sill driving, this test would not do a thing to stop them as they do not care. The man that stole the tow truck in Anchorage and the went on a driving rampage killing another as he plowed into him had no license. The drunk driver that killed cousins Blake and Kramer and injured their Grandparents, Dave and Patsy Glasen on the Portage Road had no licenses and he been arrested several times and had even attended some of your so called alcohol and drug awareness classes, it did not stop him.

Those that I have talked to that have been arrested and convicted on either alcohol or drug violation and required by the court to take the alcohol and drug awareness and safety examination as part of their sentence say it is a joke. Anyone can provide a correct answer and sit through their video and lectures, these classes do not tend to change a persons behavior and will do nothing to stop drunk driving or drug use. This bill is only a way to support more unnecessary socialist government crap and cost the tax payers at the same time.

Signed;

DENNY KAY WEATHERS

DENNY KAY WEATHERS

Third Judicial District
c/o P.O. Box 1791
Cordova, Alaska
Zip Exempt

HB

75

SFIN

FILE

SENATE FINANCE COMMITTEE REPORT

DATE: 5/10/07

FURTHER:

DATE TURNED
IN TO OFFICE: 4-3-08

Finance Committee considered CS FOR HOUSE BILL NO. 75(STA)

HB 75 DRIVERS LICENSE: ALCOHOL AWARENESS/MINOR

"An Act relating to driver's licenses and to alcohol and drug awareness and safety testing."

and recommends:

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

SENATE BILL:
 Same Title
 New Title

HOUSE BILL:
 Same Title
 Technical Title Change
 New Title w/ SCR # _____

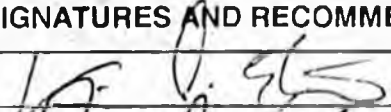





NEW FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#
HSS	12/08/07			✓	
ADM	3/08/08	✓			

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	PRINTED LAST NAME	DO PASS	DO NOT PASS	NO REC	AMEND
	Elton			✓	
	Thomas	✓			
	Olson			✓	
	Higgins	✓			
CO-CHAIR: 	Hoffman			✓	
CO-CHAIR: 	Smith			✓	

FISCAL NOTE

STATE OF ALASKA
2008 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: CS HB75 (STA)
 () Publish Date: _____
 Dept. Affected: Health & Social Services
 RDU: Behavioral Health
 Component: Alcohol Safety Action Program

Identifier(File name): HB075CS(STA)-DHS-ASAP-11-27-07
 Title: DRIVERS LICENSE: ALCOHOL AWARENESS/MINOR
 Sponsor: RAMRAS
 Requester: SENATE (FIN)

Component No. 305

Expenditures/Revenues (Thousands of Dollars)

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

	Appropriation		Information				
	Required						
OPERATING EXPENDITURES	FY 2009	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
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	0.0

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

CHANGE IN REVENUES (0)							
-------------------------------	--	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

	FY 2009	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
1002 Federal Receipts							
1003 GF Match							
1004 GF							
1037 GF/Mental Health							
Other(Specify Type-do not abbreviate)							
Other(Specify Type-do not abbreviate)							
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2008) cost: _____

POSITIONS

	FY 2009	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Full-time							
Part-time							
Temporary							

ANALYSIS: (Attach a separate page if necessary)

HB75 describes an act relating to driver's licensing and alcohol awareness testing for those licensed drivers in Alaska who are turning 21 years old, and returning their "under 21" driver's license in order to receive the full privileged adult license.

There will be no impact to the division.

Prepared by: Melissa Witzler Stone, Director
 Division: Behavioral Health
 Approved by: Karleen Jackson, Commissioner
 Agency: Department of Health and Social Services

Phone 269-3410
 Date/Time 11/27/2007
 Date 12/08/2007

FISCAL NOTE

STATE OF ALASKA
2008 LEGISLATIVE SESSION

Fiscal Note Number: _____
Bill Version: CSHB 75(ST.1)
() Publish Date: _____

Identifier (file name): HB075CS(STA)-DOA-DMV-03-28-08 Dept. Affected: Administration
Title: "Drivers License: Alcohol Awareness / Minor..." RDJ: Division of Motor Vehicles
Component: Motor Vehicles
Sponsor: Rep(s) RAMRAS, Crawford, Foster
Requester: (S) FIN Component Number: 2348

Expenditures/Revenues (Thousands of Dollars)

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

	Appropriation Required	Information						
		FY 2009	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
OPERATING EXPENDITURES								
Personal Services								
Travel								
Contractual	30.0							
Supplies								
Equipment								
Land & Structures								
Grants & Claims								
Miscellaneous								
TOTAL OPERATING	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

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

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts								
1003 GF Match								
1004 GF								
1005 GF/Program Receipts								
1037 GF/Mental Health								
1156 Receipt Supported Services	30.0							
TOTAL	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2008) cost: 0.0

POSITIONS

Full-time								
Part-time								
Temporary								

ANALYSIS: (Attach a separate page if necessary)

This legislation will require that an applicant for an original Alaska driver's license, over age 21, take and pass a separate written knowledge test specific to alcohol awareness. The one-time cost is to contract for programming this new test into our existing knowledge testing machines, and to program a minor's driver's license to expire on the last day of the month in which the minor turns 21.

Prepared by: Whitney Browster, Director
Division: Division of Motor Vehicles
Approved by: Kevin Brooks, Deputy Commissioner
Department of Administration

Phone: 907-269-5559
Date/Time: 3/28/08 2 30 PM
Date: 3/28/2008

Alaska State Legislature

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Representative Jay Ramras House District 10

Chair, House Judiciary Committee • Member, House Labor & Commerce Committee • Member, House Oil & Gas Committee • Member, House Military & Veteran Affairs Committee

Sponsor Statement HB 75

Driver's License: Alcohol Awareness/Minors 2/12/07

House Bill 75 continues my efforts to improve alcohol management and awareness in Alaska.

It stipulates that all drivers' licenses issued to a person under 21 years of age will expire within ninety-days of the person's 21st birthday.

HB75 will further require that a person turning 21 years of age take a test regarding alcohol safety, awareness, and laws related to drinking and driving, prior to receiving an adult Alaska driver's license.

Once HB75 takes effect, all drivers' licenses of Alaskans 21 years of age or older will be adult licenses. The alcohol awareness test will serve to relate the privilege of driving to the responsibility of consuming alcohol. The test will be designed by the Division of Motor Vehicles, and it is the Sponsor's intent to have MADD participate in the process of designing this test.

HB75 will also help cut down on minors consuming alcohol, by creating a bright line between adult and minor drivers licenses, since a license issued to a person over 21 years of age will be an adult license and look different than a license issued to a minor.

Please join me in supporting this important piece of legislation.

2000-2005 Statewide and Anchorage Crash Statistics (Crash Severity by total number of crashes)

2000 Anchorage

Count of AccSeverity	
AccSeverity	Total
FATAL CRASHES	29
FATALITIES	31
INCAPACITATING INJURY	102
NON INCAPACITATING POSSIBLE INJURY	2295
PROPERTY DAMAGE ONLY	5848
Grand Total	8274

2001 Anchorage

Count of AccSeverity	
AccSeverity	Total
FATAL CRASHES	25
FATALITIES	28
INCAPACITATING INJURY	145
NON INCAPACITATING POSSIBLE INJURY	2504
PROPERTY DAMAGE ONLY	6484
Grand Total	9158

2002 Anchorage

Count of AccSeverity	
AccSeverity	Total
FATAL CRASHES	32
FATALITIES	34
INCAPACITATING INJURY	288
NON INCAPACITATING POSSIBLE INJURY	2357
PROPERTY DAMAGE ONLY	5906
Grand Total	8583

2003 Anchorage

Count of AccSeverity	
AccSeverity	Total
FATAL CRASHES	25
FATALITIES	27
INCAPACITATING INJURY	299
NON INCAPACITATING POSSIBLE INJURY	2334
PROPERTY DAMAGE ONLY	6260
Grand Total	8913

2004 Anchorage

Count of AccSeverity	
AccSeverity	Total
FATAL CRASHES	29
FATALITIES	30
INCAPACITATING INJURY	261
NON INCAPACITATING POSSIBLE INJURY	2241
PROPERTY DAMAGE ONLY	5956
Grand Total	8481

2005 Anchorage

Count of AccSeverity	
AccSeverity	Total
FATAL CRASHES	17
FATALITIES	18
INCAPACITATING INJURY	246
NON INCAPACITATING POSSIBLE INJURY	2129
PROPERTY DAMAGE ONLY	4874
Grand Total	7284

2000 Statewide Fatal & Major

Count of AccSeverity	
AccSeverity	Total
FATAL CRASHES	93
FATALITIES	106
INCAPACITATING INJURY	342
Grand Total	435
TOTAL	14115

2001 Statewide Fatal & Major

Count of AccSeverity	
AccSeverity	Total
FATAL CRASHES	80
FATALITIES	89
INCAPACITATING INJURY	364
Grand Total	448
TOTAL	15248

2002 Statewide Fatal & Major

Count of AccSeverity	
AccSeverity	Total
FATAL CRASHES	78
FATALITIES	89
INCAPACITATING INJURY	545
Grand Total	623
TOTAL	13321

2003 Statewide Fatal & Major

Count of AccSeverity	
AccSeverity	Total
FATAL CRASHES	89
FATALITIES	98
INCAPACITATING INJURY	534
Grand Total	623
TOTAL	14788

2004 Statewide Fatal & Major

Count of AccSeverity	
AccSeverity	Total
FATAL CRASHES	95
FATALITIES	95
INCAPACITATING INJURY	463
Grand Total	559
TOTAL	14618

2005 Statewide Fatal & Major

Count of AccSeverity	
AccSeverity	Total
FATAL CRASHES	67
FATALITIES	73
INCAPACITATING INJURY	442
Grand Total	535
TOTAL	13137

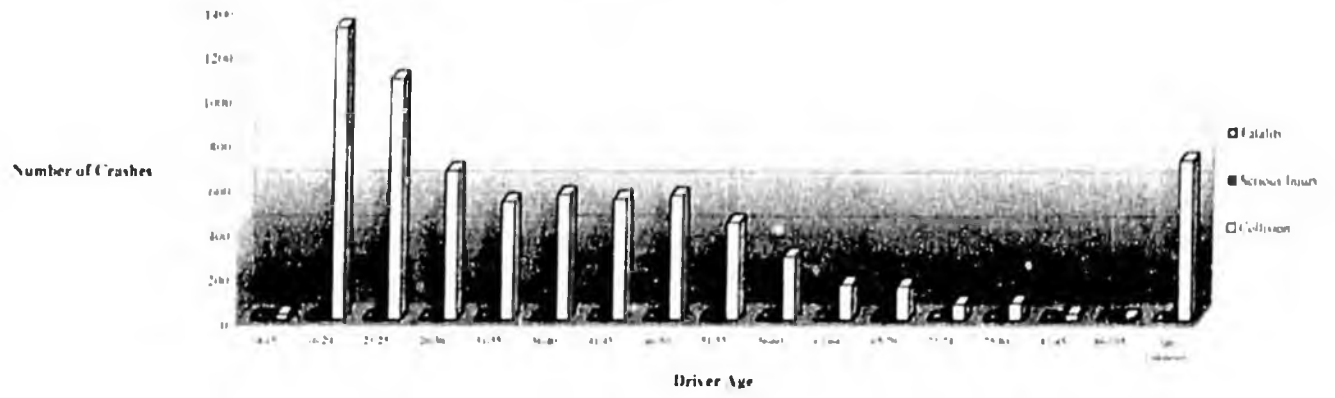
Age Breakdown for Crash Statistics (Crash Severity by total number of crashes)

2005 Anchorage				2005 Statewide			
	Fatality	Serious Injury	Collision		Fatality	Serious Injury	Collision
14-15	0	1	22	14-15	1	4	49
16-20	3	48	1311	16-20	8	92	2539
21-25	3	41	1082	21-25	10	68	1854
26-30	3	22	670	26-30	11	37	1172
31-35	2	18	531	31-35	5	34	997
36-40	1	21	562	36-40	8	39	1038
41-45	1	13	543	41-45	7	41	1030
46-50	1	23	558	46-50	7	43	1074
51-55	1	14	438	51-55	2	29	850
56-60	0	13	285	56-60	3	26	575
61-64	1	4	159	61-64	3	1	328
65-70	0	2	152	65-70	0	4	280
71-74	1	1	71	71-74	2	5	129
75-80	0	0	76	75-80	0	3	152
81-85	0	2	27	81-85	1	5	53
86-105	0	0	12	86-105	0	0	19
Age Unknown	0	20	718	Age Unknown	1	24	936

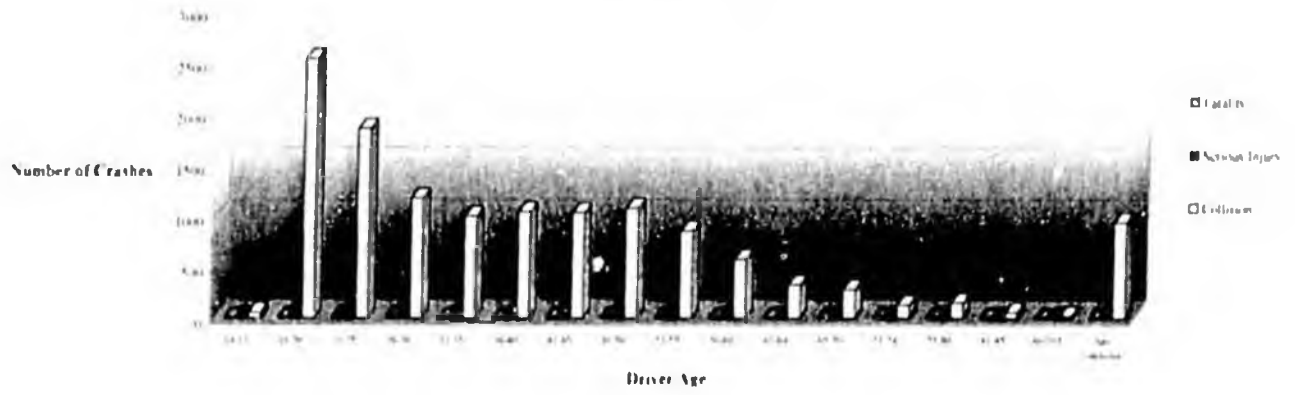
2004 Anchorage				2004 Statewide			
	Fatality	Serious Injury	Collision		Fatality	Serious Injury	Collision
14-15	2	0	33	14-15	2	6	78
16-20	5	48	1524	16-20	13	100	2776
21-25	4	43	1214	21-25	10	73	2031
26-30	2	19	781	26-30	7	31	1289
31-35	1	21	695	31-35	7	33	1176
36-40	1	23	699	36-40	11	37	1170
41-45	2	20	731	41-45	8	37	1293
46-50	5	26	645	46-50	9	42	1169
51-55	2	15	503	51-55	8	27	929
56-60	2	15	364	56-60	5	23	645
61-64	0	8	204	61-64	3	13	379
65-70	0	9	173	65-70	1	12	319
71-74	0	2	85	71-74	2	8	158
75-80	1	3	87	75-80	4	7	164
81-85	0	1	39	81-85	1	1	63
86-105	0	0	10	86-105	1	0	21
Age Unknown	2	9	680	Age Unknown	2	9	900

2003 Anchorage				2003 Statewide			
	Fatality	Serious Injury	Collision		Fatality	Serious Injury	Collision
14-15	0	2	41	14-15	0	6	64
16-20	6	53	1752	16-20	16	112	3071
21-25	7	48	1177	21-25	9	78	1861
26-30	1	31	773	26-30	10	49	1250
31-35	0	27	743	31-35	3	42	1203
36-40	5	29	717	36-40	9	46	1210
41-45	1	18	585	41-45	8	37	1232
46-50	3	25	662	46-50	10	42	1131
51-55	2	19	496	51-55	5	39	894
56-60	1	12	316	56-60	4	16	597
61-64	0	4	153	61-64	2	11	280
65-70	0	6	167	65-70	2	8	283
71-74	0	0	75	71-74	4	2	153
75-80	0	4	92	75-80	0	7	158
81-85	1	3	46	81-85	2	5	105
86-105	0	0	12	86-105	0	1	24
Age Unknown	1	12	597	Age Unknown	1	18	1220

2005 Anchorage Crash Stats



2005 Statewide Crash Stats



Changes to CSHB75 \K from HB75\A

P.1, L7-9 removed, "and a person 21 years of age or older applying for a new license and a person renewing a license for the first time after the effective date of this act"

P.1 L.9 "and drug" was added per the Committee's amendment

P.1, L.10 After "alcohol," "drugs," was inserted per the Committee's amendment

P.1, L. 11-13 removed, "The license issued to a person after the person has passed this test must state that the person has passed the alcohol awareness test".

P.1, L12 "and drug" was added per the Committee's amendment

Section 2. A person's ADL will now expire 90 days after their 21st birthday.

4-3-08

Westlaw.

2 AK ADC 90.430
2 AAC 90.430
Alaska Admin. Code tit. 2, § 90.430

Page 1

ALASKA ADMINISTRATIVE CODE
TITLE 2. ADMINISTRATION
CHAPTER 90. DRIVER LICENSING AND SAFETY RESPONSIBILITY
ARTICLE 6. STANDARDS FOR LICENSING OF DRIVERS

Current through Register 183 (October 2007)

2 AAC 90.430. Driver iicense renewal extension for active duty military personnel.

Except as otherwise provided in this chapter, a non-commercial driver's license issued under this chapter to a person who is an active duty member of the United States armed forces and stationed outside this state is extended beyond the expiration date until the earlier of the following dates:

- (1) 90 days after discharge from active duty of the United States armed forces; or
- (2) 90 days after the person's return to the state.

(Eff. 7/1/2006, Register 178)

AUTHORITY: AS 28.05.011, AS 28.15.101

<General Materials (GM) - References, Annotations, or Tables>

2 AAC 90.430, 2 AK ADC 90.430

2 AK ADC 90.430
END OF DOCUMENT

Alaska State Legislature

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Toll Free: (877) 465-3004

Representative Jay Ramras House District 10

Chair, House Judiciary Committee • Member, House Labor & Commerce Committee • Member, House Oil & Gas Committee • Member, House Military & Veteran Affairs Committee

Sectional Summary

HB 75/Driver's License: Alcohol Awareness/Minors
Work Order 25-LS0348\K

Section 1. States that a person upon reaching 21 years of age must pass a test administered by the Department of Motor Vehicles regarding alcohol awareness, safety, and laws relating to alcohol and driving before their license may be reissued as an adult driver's license.

Section 2. States when a persons' driver's licenses will expire in relation to their 21st birthday.

Alaska State Legislature

Session:

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Representative Jay Ramras House District 10

Chair, House Judiciary Committee • Member, House Labor & Commerce Committee • Member, House Oil & Gas Committee • Member, House Military & Veteran Affairs Committee

Changes to House Bill 75 version 25-LS0348\A to version 25-LS0348\E

The following changes were made to version \A:

- Page 1, Lines 8-9 the following language was removed [, and a person renewing a license for the first time after the effective date of this Act]. The effect of this amendment is that a person, whose driver's license is in good standing, will not be required to take the alcohol awareness test when renewing their license.
- Section 2. Expiration and renewal of a license issued to a person 21 years of age. This section was reworded to eliminate the problem that would occur if a person was turning 21 on the last day of the month, and it fell on a weekend. This would cause their license to expire and it would not be renewable until the following work week.



State of Alaska

Department of

Public Safety

Sarah Palin, Governor
Walt Monegan, Commissioner

April 12, 2007

The Honorable Jay Ramras
House of Representatives
Alaska State Capitol, Room 118
Juneau, AK 99801-1182

Dear Representative Ramras,

Thank you for introducing HB 75. HB 75 applies a proactive approach to educating our minors about alcohol, preventing underage drinking and assisting the service industry in protecting their establishments and identifying underage customers.

HB 75 requires the Department of Motor Vehicles (DMV) to administer an alcohol awareness test to those individuals turning twenty-one. This ensures that individuals who have recently turned twenty-one will have access to information about alcohol and the DUI laws in the State of Alaska. Education is and continues to be an essential tool in preventing drunk driving. The test would provide an opportunity to educate young adults on the physical impairment alcohol causes and the potential financial impacts that are incurred with a DUI arrest. This education is essential to lowering DUI occurrences in Alaska.

The second aspect of HB 75 allows DMV to create a license for those individuals twenty-one and over that is visually different than the license issued to minors. This provides a helpful mechanism to alcohol servers and licensees to differentiate between minors and adults. It is a simple change that will protect minors as well as those who serve in alcohol establishments.

The Department of Public Safety applauds your efforts to reduce drunk driving and underage drinking. HB 75 allows state departments and licensees the opportunity to join together and promote safety across Alaska. Thank you for your work on this legislation.

Sincerely,

A handwritten signature in black ink, appearing to be "Walt Monegan".

Walt Monegan
Commissioner

cc: The Alaska House of Representatives

By: Mayor Thompson
Introduced: November 19, 2007

RESOLUTION NO. 4302

**A RESOLUTION STATING THE CITY'S LEGISLATIVE PRIORITIES
FOR THE SECOND SESSION OF THE 25th LEGISLATURE**

WHEREAS, providing an advance statement of the City's legis'ative priorities and capital project requests may assist the Governor and legislators in the preparation of the state FY 08-09 budget; and

WHEREAS, public hearing has been held on this Resolution,

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF FAIRBANKS
RESOLVES AS FOLLOWS:**

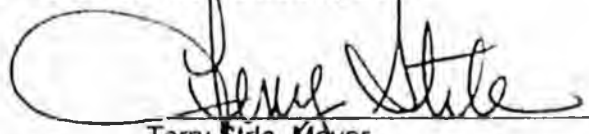
The 2008 Legislative Priorities of the City of Fairbanks are:

- Adoption of a permanent solution to the PERS/TRS pension crisis on terms similar to the interim measure adopted during the past legislative session.
- Establishment of sustainable municipal revenue sharing.

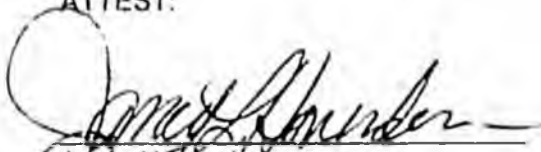
The City respectfully requests consideration of funding for the following capital projects to serve the community.

- Reconstruction/rehabilitation funds for key City streets.
- Replacement of the 1996 Fire Engine & 1994 Fire Ambulance.
- A Regional Police Firearms Training Range.

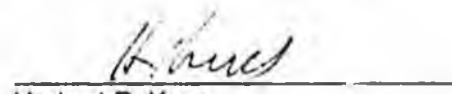
PASSED AND APPROVED THIS 19TH DAY OF NOVEMBER, 2007.


Terry Strle, Mayor
City of Fairbanks

ATTEST:


Janey Hovenden
City Clerk

APPROVED AS TO FORM:


Herbert P. Kuss
City Attorney



CITY OF FAIRBANKS

Terry Strle, Mayor

800 CUSHMAN STREET
FAIRBANKS, ALASKA 99701-4615
OFFICE: 907-459-6793
FAX: 907-459-6787
tmstrle@ci.fairbanks.ak.us

November 27, 2007

Honorable Governor Sarah Palin
PO Box 11001
Juneau, Alaska 99811-0001

RE: City of Fairbanks Legislative Priorities

Dear Governor Palin:

Attached you will find a copy of Resolution 4302, passed by a unanimous Fairbanks City Council last night. Following your lead to engage the public in our capital requests we held a separate public hearing on this Resolution last night.

I respectfully request that you consider including these items in your FY '09 Budget. With regard to our current specific Fairbanks capital requests:

- a. There is no end to what we could spend to rebuild and rehabilitate the streets that serve not just our residents, but those who work in, or visit, Fairbanks.
- b. Our 1996 fire engine and 1994 ambulance are both in need of replacement. They both have many hours of service and outdated technology.
- c. The Police training range has been a priority for a number of years. The existing facility serves not only our Police Department but the Alaska State Troopers, UAF Police, and Federal law enforcement agencies. The current training range is in conflict with the Fairbanks International Airport expansion plans and a new site has been identified.

Thank you for your consideration of this request. Additionally, we appreciate your efforts in addressing both the PERS crisis and revenue sharing, which we believe are the two most important issues facing Alaskan municipalities.

Sincerely,

A handwritten signature in black ink, appearing to read "Terry Strle".

Terry Strle
City Mayor

cc: City Council Members
Interior Delegation

Municipality of Anchorage Driving Conviction Guidelines

The following is the minimum standard for consideration for Municipal positions that require driving in order to perform the essential duties of the position. "Consideration" is not a guarantee that the applicant will be forwarded for further review or selected for hire. In determining if an applicant's driving record is "acceptable," the examiner will use the date of conviction(s) and the date of the employment application.

Category	Type of Conviction(s)	Number of Convictions	0 to 3 Years (0 to 36 Months)	4 to 5 Years (37 to 60 Months)	6 to 10 Years (61 to 120 Months)	11 Years & Beyond (121 + Months)
I	DUI/DWI or Refusal to Submit to a Chemical Test	1	Not acceptable	Acceptable	Acceptable	Acceptable
	DUI/DWI, Reckless, or Refusal to Submit to a Chemical Test	2	Not acceptable	Not acceptable	Not acceptable	Acceptable
	DUI/DWI, Reckless, or Refusal to Submit to a Chemical Test	3 or more	Not acceptable	Not acceptable	Not acceptable	Not acceptable
II	Driving with a suspended revoked or cancelled license or a suspended revoked or cancelled license	1	Not acceptable	Acceptable	Acceptable	Acceptable
III	Combination of category I and II	2	Not Acceptable	Not Acceptable	Not Acceptable	Acceptable
	Combination of category I and II	3 or more	Not Acceptable	Not Acceptable	Not Acceptable	Not Acceptable
IV	Other moving violations	3 or more	Not acceptable	Acceptable	Acceptable	Acceptable

The Employee Relations Director retains the right to waive applicant disqualification based on the facts of the situation.

House Bill 75, Driver's License Minor/Adult

<u>Cost of a first-time DUI</u>	\$22,000
Additional cost for a private attorney (with no guarantee of winning)	<u>8,000</u>
TOTAL	\$30,000

Cost of an education

University of Alaska 30-credit Certificate, e.g. Welding/Materials Technology Computer Applications Finance General Business Human Resources International Business Marketing Public Management Tourism	\$ 9,000
Univ. of Alaska 60-credit Associates Degree, e.g. Applied Business Culinary Arts	\$18,000
University of Alaska 4-year Bachelor's Degree	\$24,000
U.S. average public University Bachelor's degree '06-07 cost \$16,357/yr x 4	\$65,428

Ability to Purchase a Home

With \$20,000 down and a yearly income of \$50,000,
a buyer could qualify for a 15-year loan on a \$200,000 home.

Ability to get a job

Companies have strict guidelines for jobs that require driving "in order to perform essential duties." Municipality of Anchorage, e.g:

	0-3 years	4-5 years	6-10years	11 years +
1 st DUI	no hire	OK	OK	OK
2 nd DUI	no hire	no hire	no hire	OK
3 or more	no hire	no hire	no hire	no hire

Number of vendors caught in A.B.C. "stings"

	Compliance Checks	Failures	Leakage Rates
FY 04	580	35	6%
FY 05	397	68	15%
FY 06	1013	266	26%

Not just about "educating minors regarding alcohol"

The license authorized in this bill gives purveyors of alcohol the ability to instantly detect whether a customer is a minor or not.

At age 21, you're either an adult or a minor. With automatic license expiration within 90 days after turning 21, it should be easier for retail clerks and on-premise licenses/servers to detect minors from adults.

4/24/7

Dear Vivian,

Thank you for your email regarding HB 75. I really appreciated hearing your thoughts.

The bill has changed considerably since I introduced it, all for the better. Here's a summary of HB 75 in its current form.

It stipulates that a drivers' license issued to a person under 21 years of age will expire 90 days after the person turns 21.

It further requires that a person applying for a new license after expiration upon turning 21 must pass a test relating to alcohol and drug awareness and safety, before the new license may be issued. Adults who already have a driver's license and are over 21 when the bill is implemented will not be required to take the test. The test will be designed by the Division of Motor Vehicles, and it is my intent that MADD participate in the process. DMV already uses many alcohol-related questions on its regular test, and these can be incorporated. In addition, DMV projects **NO ADDITIONAL COSTS** will be incurred after a minimal first-time expense to implement the new test.

And here's the real focus of HB 75: The license for a person 21 and older will look totally different from the one for a person under 21. This very visible difference will make it easier for retail clerks and on-premise licenses/servers to detect minors from adults, hopefully significantly reducing under-age drinking in Alaska.

I hope that, after understanding the changes, you might feel more supportive of HB 75. Thanks again for contacting me.

Sincerely,

Representative Jay Ramras

From: Vivian Patton [mailto:vivixen_alaska@yahoo.com]
Sent: Saturday, April 14, 2007 8:36 PM

To: Barbara Cotting

Subject: Drivers License: Alcohol Awareness/Minor

I am not supportive of this bill. I believe the constraints that it imposes on individuals exceeds its purpose. It is difficult enough for individuals to obtain a license and the consequences imposed by their high insurance premiums, you would like to add additional costs in fees to individuals starting in life. What research supports this alcohol awareness class reduces the number of alcohol related incidents with motor vehicles? As a drug and alcohol professional for more than 10 years you may think I would support this, but I do not. It seems to me that it institutes provisions for few and punishes many unnecessarily. I understand the desires to prevent alcohol related injuries and deaths, and prevention being the key. Youth today get this information through their education (DARE) (SMART MOVES) and parents, and do not need another costly governmental restriction put upon them, us, the majority. Most people don't drink and drive, and create injury. Let's continue supporting the above mentioned prevention programs, and into harm reduction. As an expert in treating substance abusing individuals, it is worth the effort to look at funding rehabilitation programs, and prevention programs, but not make them conditional for the purposes of another governmental control. It is presumptive to place such a condition on all those who drive when it is a small minority of people who break the law in such an event. Where do we go from here?

Sincerely,

Vivian Patton