

ALASKA LEGISLATURE COMMITTEE FILES 1997-1998 86/2

9769 SENATE TRANSPORTATION

EMBASSY OF THE
UNITED STATES OF AMERICA

No. 11

Ottawa, January 11, 1977.

Sir:

I have the honor to refer to the discussions between representatives of our two governments regarding bilateral cooperation in the reconstruction of Canadian portions of the Alaska Highway.

As a result of these discussions, I now have the honor to propose that the conditions set forth in the attached annex, which accord with the understandings reached between the representatives of our two governments, should govern such reconstruction. These conditions shall not affect continuing obligations of the two governments regarding the status and use of the Alaska Highway, including the agreements effected by exchanges of notes dated March 17 and 18, 1942; November 28 and December 7, 1942; and April 10, 1943.

If these conditions are acceptable to your government, I propose that this note, together with its annex, and your reply indicating such concurrence, shall constitute an agreement between our two governments, which shall enter into force on the date of your reply. Accept, Sir, the renewed assurances of my highest consideration.

The Honorable

Donald Jamieson,

Secretary of State

for External Affairs,

Ottawa.

Thomas O. Ende
6/12

Agreed conditions regarding a program of cooperation between the Government of the United States represented by the Federal Highway Administrator, Department of Transportation, and the Government of Canada, represented by the Minister of Public Works, to improve certain highways in Canada to facilitate transportation between and within their respective countries, and to implement the purposes of section 218 of Title 23, United States Code. These shall apply only to the program authorized by that section.

The Government of the United States and the Government of Canada agree as follows:

Article I

For purposes of this Agreement:

1. "Highways" means that portion of the Alaska Highway from the Yukon-Alaska border to Haines Junction in Canada and the Haines Cutoff Highway from Haines Junction in Canada to the British Columbia-Alaska border.
2. "Reconstruction" means the supervising, inspecting, actual rebuilding, paving, and all other work incidental to the reconstruction of the highway (except for providing right-of-way), including but not limited to: engineering studies, environmental studies, locating, surveying, plan and specification preparation, contracting, financial control, traffic control devices, and those utility relocations which are the responsibility of the Canadian Government.
3. "Maintain such highways" means to perform such work on a year-round basis as shall be necessary to keep the completed highway and related facilities in a state of repair and use equivalent to the standards to which they are reconstructed under this Agreement.

Article II

1. The United States and Canada agree to the reconstruction of such highways in accordance with standards agreed to by them jointly in writing prior to commencement of reconstruction. ✓

2. The United States will pay to Canada the cost of reconstruction out of funds appropriated for that purpose by the Congress of the United States and will

(a) Inform Canada of the amount of funds appropriated from time to time therefor in order that Canada may schedule and perform the reconstruction or such part thereof as may from time to time be paid for out of such appropriated funds,

(b) Provide liaison with Canadian officials responsible for the program to meet and discuss planning, programming and scheduling of reconstruction, and

(c) Process an Environmental Impact Statement in accordance with the laws of the United States and of Canada.

3. Canada will

(a) Provide, without participation of the United States funds appropriated for the reconstruction, all necessary right-of-way for the reconstruction of such highways for a period of 25 years from the date of entry into force of this agreement and thereafter until five years (or such shorter period as the parties may agree upon) after either party shall have notified the other that the right-of-way is no longer required for its purposes for the said highways, whereupon this Agreement shall cease to have force or effect,

(b) Not impose any highway toll, or permit any such toll to be charged for the use of such highways by vehicles or persons,

*Ownership
Highway*

(c) Not levy or assess, directly or indirectly, any fee, tax, or other charge for the use of such highways by vehicles or persons from the United States that does not apply equally to vehicles or persons of Canada,

(d) Continue to grant reciprocal recognition of vehicle registrations and drivers' licenses in accordance with agreements between responsible authorities in each country,

(e) Maintain such highways after reconstruction while this Agreement remains in force and effect,

(f) Permit those performing the reconstruction to obtain natural construction materials, such as gravel, rock and earth fill, without cost to be used in the reconstruction, provided that the materials required shall be obtained in accordance with the directions and regulations of the appropriate Department of the Government of Canada,

(g) Perform all reconstruction engineering, including preparation of Environmental Assessments and Statements, all necessary surveys, and preparation of reconstruction plans, specifications and estimates,

(h) Commence the reconstruction only after receiving advice from the United States that the Environmental Impact Statement has been satisfactorily processed in accordance with the laws of the United States,

(i) Arrange for the reconstruction to be performed under contracts awarded by competitive bidding insofar as possible and without regard as to whether the contractors are American or Canadian,

(j) Supervise the reconstruction,

(k) Obtain interim and final concurrence of the United States in the following:

- (1) Programming and scheduling of work.
- (2) Scope, terms of reference and provisions of the Environmental Assessment and Statement.
- (3) Alignment of the highways.
- (4) Contract plans, specifications and estimates.
- (5) Award of contracts.
- (6) Acceptance of projects for final payment.

(1) Permit the reasonable access of authorized representatives of the United States to the site of reconstruction and will make available the accounts and records relating to the reconstruction contracts, at all reasonable times, for purposes of inspection, verification and general monitoring of the reconstruction.

4. (1) The United States and Canada will jointly consider the settlement of claims by contractors or other persons arising out of reconstruction contracts and the reconstruction or either of them, and if any such claim cannot be resolved by agreement, the same shall be determined by the Federal Court of Canada in an action by or against Her Majesty the Queen in right of Canada,

(2) All legal costs, and other monies, paid out by Canada to settle any such claim whether pursuant to a final judgment of the Federal Court of Canada, or otherwise, shall be one of the costs of reconstruction for the purposes of this Agreement.

~~(3) The United States shall not be liable for the~~ payment of such claims or judgments to the extent that they are held by the Federal Court of Canada to be the result of negligence on the part of Canada or its employees during the administration of the reconstruction.

5. The United States and Canada jointly will develop operating procedures consistent with this Agreement, including procedures for resolving disputes between the parties.

Article III

This Agreement shall not be construed so as to vest in the United States any proprietary interest in the highways, and upon completion of the project, or any part thereof, the highways shall remain, in all respects, an integral part of the Canadian Highway System.

SJR

25

FISCAL NOTE

STATE OF ALASKA
1997 LEGISLATIVE SESSION

BILL NO. SJR 25

Revision Date _____ Dept. Affected _____
 Title Support Access to Denali/Wonder Lake BRU _____
 _____ Component _____
 Sponsor Senator Wilken _____
 Requester Senate Transportation Component Serial No. _____

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

CHANGE IN REVENUES []						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
1091 Designated Program Receipts						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY97) cost: 0.0

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This resolution has no fiscal impact on state departments.

Prepared by Senate Transportation Committee Phone 465-6641
 Division _____ Date _____
 Approved by Senator Jerry Ward, Chairman Date 4/4/97
 Agency _____

PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE
 For further distribution information, call the Governor's Legislative Office

GARY WILKEN

SENATOR
Districts 29 & 30
West Fairbanks

Alaska State Legislature

Senate

Senate Standing Committees

Chairman: Health, Education,
and Social Services (HESS)
Vice Chairman: Transportation
Vice Chairman: Community and
Regional Affairs

Special Committee

Member: Administrative Regulation Review

During Session:

State Capitol, Room 510
Juneau, Alaska 99801-1182
(907) 465-3709 (v)
(907) 465-4714 (f)

[www: akRepublicans.org/wilken.htm](http://www.akRepublicans.org/wilken.htm)
E-mail: Senator_Gary_Wilken@legis.state.ak.us

Interior:

119 N. Cushman St., Room 213
Fairbanks, Alaska 99701
(907) 452-3421
Fax (907) 452-3426

MEMORANDUM

TO: Senator Jerry Ward
Chair, Senate Transportation Committee

FROM: Gary Wilken
Senator, West Fairbanks

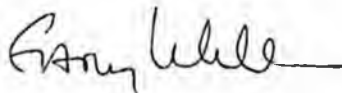
DATE: April 2, 1997

RE: Request for hearing for SJR 25
"Support Access to Denali/Wonder Lake"

Please schedule at your earliest convenience SJR 25 to be heard by the Senate Transportation Committee. SJR 25 calls for the Alaska Legislature's endorsement of a proposed northern access railroad route into Denali National Park. Not only does SJR 25 attempt to improve upon the existing access to the Park, it also encourages the private sector to take advantage of opportunities to build more tourism infrastructure within the state, with minimal impacts on state financial resources.

I have attached a sponsor statement and some backup information for your committee packets. Please let my staff person, Beth Hagevig, know if we can provide any additional information.

Thank you.



GARY WILKEN

SENATOR
Districts 29 & 30
West Fairbanks

Senate Standing Committees

Chairman: Health, Education,
and Social Services (HESS)
Vice Chairman: Transportation
Vice Chairman: Community and
Regional Affairs

Special Committee

Member: Administrative Regulation Review

Alaska State Legislature

Senate

During Session:
State Capitol, Room 510
Juneau, Alaska 99801-1182
(907) 465-3709 (v)
(907) 465-4714 (f)
[www: akrepublicans.org/wilken.htm](http://www.akrepublicans.org/wilken.htm)
E-mail: Senator_Gary_Wilken@legis.state.ak.us

Interior:
119 N. Cushman St., Room 213
Fairbanks, Alaska 99701
(907) 452-3421
Fax (907) 452-3426

SPONSOR STATEMENT

Senate Joint Resolution 25 "Support Access to Denali/Wonder Lake"

SJR 25 calls for the Alaska Legislature's endorsement of a proposed northern access railroad route into Denali National Park. A new northern railroad route, connecting the Alaska Railroad with Wonder Lake, would not only provide enhanced viewing opportunities for Alaskans, but for visitors to the state as well. This could serve to bolster tourism in Alaska, since the Park, the Mountain and all of the surrounding wild beauty would be accessible on a year-round basis, instead of just the summer months. In addition to improving access into the Park, this proposal would enable the state to encourage and monitor development opportunities involving the private sector, without substantially affecting the state's financial resources.

This proposed northern access route is supported by the National Park Service Advisory Board along with many of the organizations and communities along the existing Alaska Railroad corridor, including but not limited to the Municipality of Anchorage, Fairbanks North Star Borough, the City of North Pole, the City of Nenana, the City of Seward, and the Mantanuska-Susitna Borough.

**ENDORSEMENTS OF
THE DENALI RAILWAY SYSTEM
AND
NORTHERN RAILROAD ACCESS FOR
DENALI NATIONAL PARK AND PRESERVE**

- The Denali Borough - Resolution 93-02 - 2/14/93
- The Alaska State Legislature - HJR 28 - Legislative Resolve No. 19 - 2/08/94
- National Park System Advisory Board - Resolution 12/14/94
- The Fairbanks North Star Borough - Resolution No. 96-035 - 4/11/96
- The City of Nenana - Resolution No. 96-08 - 4/11/96
- The City of Seward - Resolution No 96-053 - 4/22/96
- Interior District Democrats in Convention - 4/13/96
- The City of Fairbanks - Resolution No. 3652 - 4.22.96
- The Matanuska - Susitna Borough - Resolution No. 96-027 - 6/4/96
- The Greater Fairbanks Chamber of Commerce - Resolution No. 96-0325.3 - 4/16/96
- The Fairbanks Convention and Visitors Bureau. 7.96
- The Citizen's Advisory Commission on Federal Areas - 11/15/95
- The Alaska Visitors Association - Letter - 5/11/94
- The Fairbanks Building & Construction Trades Council AFL - CIO - Letter - 4/24/96
- The Alaska Miners Association - Letter - 7/7/95
- Access Alaska Inc.- Non-Profit Disability Access Advocates - Letter - 5/11/94
- The Alaska Railroad Corporation - Letter - 11/3/93
- The Associated General Contractors of Alaska - Letter - 1/19/96
- Gil Carmichael: Former U.S. Railroad Administrator in Progressive Railroading - 3.95
- Dr. Bradford Washburn, Famed Mt. McKinley Surveyor/Photographer - Letter - 1/30/96
- City of North Pole - Resolution of Endorsement, N° 96-10, October 7th, 1996
- Municipal Assembly of Anchorage, Resolution of Endorsement, N°96-274, October 7th, 1996
- Anchorage Convention and Visitors Bureau - Resolution of Endorsement, October 5, 1996

Many other private citizens and companies have also endorsed the DRS Project.

HB

11

FISCAL NOTE

STATE OF ALASKA
1997 LEGISLATIVE SESSION

BILL NO. HB 11

Revision Date: _____
Title: An Act relating to driver licensing
Sponsor: Representative Green
Requester: (H) FIN

Department Affected: Administration
BRU: Motor Vehicles
Component: Driver Services
COMPONENT SERIAL NO. 500

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING EXPENDITURES	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03
PERSONAL SERVICES	22.9	36.7	36.7	36.7	36.7	36.7
TRAVEL	5.6	0	0	0	0	0
CONTRACTUAL	62.8	2.3	2.3	2.3	2.3	2.3
SUPPLIES	0.5	0.5	0.5	0.5	0.5	0.5
EQUIPMENT	16.5	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	108.3	39.5	39.5	39.5	39.5	39.5

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

CHANGE IN REVENUES (1005)	163.0	163.0	163.0	163.0	163.0	163.0
---------------------------	-------	-------	-------	-------	-------	-------

FUND SOURCE: (Thousands of Dollars)

1002 Federal Receipts	77.1					
1003 GF Match						
1004 GF						
1005 GF/Program Receipts	31.2	39.5	39.5	39.5	39.5	39.5
1037 GF/Mental Health						
OTHER						
TOTAL	108.3	39.5	39.5	39.5	39.5	39.5

Estimate of any current year (FY 97) cost: \$ _____

POSITIONS:

FULL-TIME	1	1	1	1	1	1
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary.)

SEE ATTACHED

Prepared by: Juanita M. Henslev
Division: Motor Vehicles

Phone: 465-2650
Date: April 7, 1997

Approved by Commissioner: Mark Boyer
Agency: Department of Administration

Date: 4/7/97

DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE
For further distribution information, call the Governor's Legislative Office

FISCAL NOTE

STATE OF ALASKA
1997 LEGISLATIVE SESSION

BILL NO. HB 11

Revision Date: April 7, 1997

Department Affected: Administration

ANALYSIS: (continued)

In 1993, the National Highway Traffic Safety Administration (NHTSA) offered to states direct grants to assist in the implementation and evaluate a graduated license system. In 1994, Alaska and North Carolina were the only two states to be awarded these grants. Alaska's grant was in the amount of \$77.1.

Traffic crashes are the number one cause of death for youth nationwide. Alaska statistics are no different than the national statistics.

The impact this bill has on the Division of Motor Vehicles is the issuance of the full driver's license after the provisional license period is over. This bill requires the person be re-issued a driver's license without the provisional license restriction. The person will be required to pay a duplicate license fee of \$10. The division issued approximately 10,000 driver's licenses in 1994 to individual's in this age group. This will generate approximately \$100.0 in new general fund program receipts.

A person of this age group will have the driver's license suspended for accumulation of points at the 8 point level instead of 12 points in a 12 month period. In 1995, 1,205 warning notices were sent to individual's in this age group. It is anticipated, this bill, will cause a deterrent effect on this age group and, approximately 500 of these individuals will not reach the 6 point accumulation. This will result in approximately 700 additional point suspensions yearly. Since the point suspension notices are automated, the cost the Division will incur is for the postage to mail the suspension notices to the individual. The law requires these notices to be mailed by certified mail return receipt. Postage rate for certified mail is \$2.52 each.

It is estimated, 90 percent of all persons whose license is suspended will reinstate their driver's license. A \$100.00 reinstatement fee is charged anytime a person has had their license suspended. This will generate approximately \$63.0 in new general fund program receipts revenue. The total amount of additional new general fund program receipt revenue generated by this bill is \$163.0

The following is a cost breakdown associated with Alaska's graduated license implementation grant.

Personnel Services.	\$ 4.5	(Overtime cost associated with the grant administration.)
Travel	\$ 5.6	
Contractual	\$60.5	
Equipment.	\$ 6.5	
TOTAL.	\$77.1	

The following analysis is an estimate of the operational cost the Division of Motor Vehicles anticipates with the passage of this bill.

	FY98	FY99
<u>PERSONAL SERVICES</u>		
1 Motor Vehicle Representative (Anchorage) 1/2 year FY98	\$18.4	\$36.7
Federal Grant Receipts	\$4.5	
<u>TRAVEL</u>		
Federal Grant Receipts	\$5.6	
<u>CONTRACTUAL</u>		
Postage 700 notices (certified mail) @ \$2.52 each	\$1.8	\$1.8
Computer (Mainframe Connection), yearly costs	\$0.5	\$0.5
Federal Grant Receipts	\$60.5	
\$ 9.6	Data Processing Fees	
\$ 30.0	Computer Programming	
\$ 6.6	Public Service Announcements and Brochures	
\$ 13.0	Public Opinion Survey	
\$ 1.3	Tuition-National Judicial College for Hearing Officer Training	

FISCAL NOTE

STATE OF ALASKA
1997 LEGISLATIVE SESSION

BILL NO. HB 11

Revision Date: April 7, 1997

Department Affected: Administration

SUPPLIES

Routine office supplies \$0.5 \$0.5

EQUIPMENT

1 Complete Computer Workstation \$10.0

One time costs
Federal Grant Receipts \$6.5

Upgrade of Computer equipment and software

TOTAL \$108.3 \$39.5

Alaska State Legislature

ALASKA STATE LEGISLATURE
1000 EAST 12TH AVENUE
ANCHORAGE, ALASKA 99516
PHONE: 281-2111
FAX: 281-2112
TELETYPE: 281-2113
INTERNET: ALASKA.LS.GOV



ALASKA STATE LEGISLATURE
1000 EAST 12TH AVENUE
ANCHORAGE, ALASKA 99516
PHONE: 281-2111
FAX: 281-2112
TELETYPE: 281-2113
INTERNET: ALASKA.LS.GOV

Representative Joe Green
District 10

Sponsor Statement

HB 11 - "Licensing Requirements for Young Drivers"

HB 11 establishes new rules for young drivers. Due to the high incidence of accidents, injury, and death among teenage drivers many states, and other political jurisdictions, are changing the rules which grant teenagers the "license" to drive.

One strategy to reduce young driver accidents is the provisional licensing system. HB 11 establishes a graduated system whereby a new, young driver must begin his/her progression to "driver-hood" with a learners permit, graduate to a restricted, provisional license, and then, if driving performance has been satisfactory during the provisional period, an unrestricted license is awarded.

Language in HB 11 establishes certain conditions during the provisional stage which include restrictions on nighttime driving, so that driving takes place in less dangerous circumstances. Several states have laws which limit teenagers from operating motor vehicles during late evening or early morning hours. Studies in these states have shown that nighttime restrictions have significantly reduced accidents.

Finally, HB 11 is designed to allow the Department of Public Safety to take advantage of federal legislation (the "High Risk Drivers Act of 1993") which establishes monetary incentives for states that implement programs for young drivers. I believe that passage of HB 11, along with federal support, will help stop the teenage carnage on our highways.

Sectional Analysis HB 11

An Act establishing a provisional drivers license

by Representative Joe Green

Sec. 1 Amends the restriction on the issuance of a drivers license to include a provisional license for drivers between 16 and 18.

Sec. 2 Increases the age of the person that must accompany the permit holder from 19 to 22.

Sec. 3 Establishes the provisional drivers license. Under AS28.15.055, the department may issue a provisional license to an applicant between the ages of 16 and 18 if the applicant has held an instructional permit for at least six months.

AS28.15.057 establishes who is required to hold the provisional license. (a) states that an applicant between 16 and 18 may not be issued an unrestricted drivers license until: (1) they have had an instructional permit for six months; (2) a provisional license for one year. (b) establishes that a driver with a provisional license may not operate a motor vehicle between the hours of 1 a.m. and 5 a.m., except along the most direct route between the drivers home and place of employment.

Sec. 4 Allows the department to suspend, revoke or deny an instructional permit or provisional license for the accumulation of eight or more points in a 12-month period.

Sec. 5 Conforming definitional language which includes "provisional license" under the definition of "drivers license" or "license".

ALASKA TRUCKING ASSOCIATION INC.

3443 Minnesota Drive • Anchorage, Alaska 99503 • PHONE (907) 276-1149 • FAX (907) 274-1946

February 19, 1997

TO: Members of the 20th Alaska Legislature:

FM: Frank Dillon, Executive Director, Alaska Trucking Association

RE: Support for House Bill 11

Members of the Alaska Trucking Association encourage your support of House Bill 11. House Bill 11 strengthens the requirements necessary to obtain a motor vehicle operator's license. As an organization that represents thousands of professional driver's throughout Alaska, we recognize a need to have properly trained young driver's on our roads. We also recognize that driver's between the ages 16 and 20 are involved in a disproportionate number of serious accidents resulting in many deaths and injuries. We believe that any prudent steps that enhance driver's training and skill for young driver's, and in fact all driver's, should be encouraged. Highway accidents are not a natural occurrence and dying in an automobile or motor vehicle accident is not a natural cause of death. Please support House Bill 11. We thank you and encourage its speedy passage.





MADD

Telephone: (907) 522-6233
FAX: (907) 522-6234

Mothers Against Drunk Driving

Anchorage Chapter
615 East 82nd Avenue, Ste. B-1
Anchorage, AK 99518-3357

January 30, 1997

Representative Joe Green
State Capitol Building
Juneau, Alaska 99801

Dear Representative Green:

On behalf of MADD - Anchorage's Board of Directors, staff and general membership, I write to express strong support for HB11. As we understand it, this bill would institute a graduated driver's licensing procedure for teenage applicants.

We are encouraged by the increased age of 22 requirement for the accompanying licensed instructor, although we feel age 25 is very prudent.

Again, you have our support for HB 11.

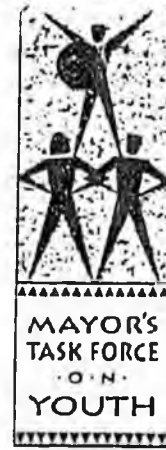
Sincerely,


Marti Greeson
Executive Director

Representative Joe Green
Alaska State Legislature
Juneau, AK 99801-1182

February 04, 1997

Dear Representative Green:



On behalf of the Juneau Mayor's Task Force on Youth, we would like to express our support for HB11 Licensing Requirements for Drivers. We supports a provisional licensing system as a way to reduce young driver accidents and prevent injury and death among teenage drivers in Alaska.

The Mayor's Task Force on Youth is concerned with the health and safety of young people in Juneau. We support programs, activities and public policy which support youth in making a healthy transition to adulthood.

The Mayor's Task Force on Youth agrees with the legislation proposing a graduated licensing system allowing a 14 year old to apply for a learners permit while increasing the age of the person accompanying the permittee. This will provide an opportunity for young drivers to learns from more experienced and hopefully more responsible drivers. We support allowing youth to get a provisional license at age 16 with restrictions on nighttime driving hours between 1 am and 5 am. We appreciate the exemption made for driving to and from work. At age 17 youth can progress to an unrestricted license if their driving performance has been satisfactory.

We do not feel this legislation will unduly limit the rights and freedom of young drivers, but rather provides a chance for them to gradually learn to be responsible drivers. This legislation will not significantly affect those youth who are already responsible drivers, instead it will support their efforts to drive carefully and responsibly.

We hope this bill will be supported by the legislature and be enacted by the Department of Public Safety as a way to reduce injuries and death to young drivers.

Thank you for introducing and supporting this legislatio.. If you need any additional support please do not hesitate to call Dan Fink at 463-5850 or Ron Gleason at 463-1900.

Sincerely,



Ron Gleason
Co-Facilitator,
Mayor's Task Force on Youth



Dan Fink
Co-Facilitator,
Mayor's Task Force on Youth

John L. George & Associates
3328 Fitz Cove Road
Juneau, Alaska 99801
Tel 907 789-0172 Fax 907 789-0964

February 4, 1997

The Honorable Joe Green
House of Representatives
State Capitol
Juneau, Alaska 99811

Reference: House Bill 11

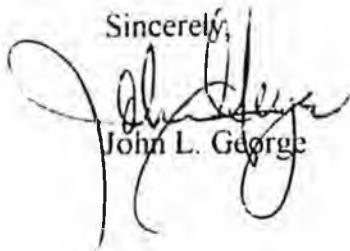
Dear Representative Green

On behalf of the National Association of Independent Insurers, a property and casualty insurance trade association, I want to thank you for introducing HB 11. The NAII believes that passage of HB 11 will result in reduced accident rates for young inexperienced drivers and will dramatically impact the frequency of late night and early morning accidents which statistically are the most serious and often fatal accidents for teenagers.

By targeting the inexperienced youthful drivers, this bill assures that each of them learns to drive with proper supervision and mature guidance. By teaching proper respect and responsibility to youthful drivers as they are just learning to drive, the stage is set for a lifetime of responsible motor vehicle operation. Legislation that serves to protect young drivers and instill's good lifetime driving skills is always worthwhile.

NAII urges passage of HB 11. We believe that it will have a large positive impact on accident rates and accident severity for youthful drivers.

Sincerely,



John L. George

Telephone: (907) 522-6233
FAX: (907) 522-6234



Mothers Against Drunk Driving

Anchorage Chapter
615 East 82nd Avenue, Ste. 31
Anchorage, AK 99518-3157

March 18, 1997

Representative Gene Therriault
House of Representatives
State Capitol
Room 511
Juneau, AK 99801-1182

Dear Representative Therriault:

I am writing in support of House Bill 11 which establishes a graduated licensing system in Alaska.

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

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

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

Modifying Attitudes toward Drinking and Driving

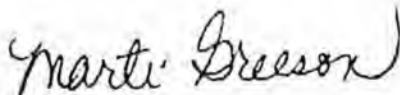
When young drivers do not have the option to drive during the high-risk hours under high-risk conditions, their driving experience is gained during the lower-risk hours, with fewer deaths as a result.

Every effort of provisional licensing programs are encouraging; states which place certain restrictions on driver's licenses show a sharp decline in the number of crashes and fatal crashes involving 16 year olds during restricted hours: Pennsylvania (69%); New York (62%); Maryland (40%); and Louisiana (25%).²

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

On behalf of MADD Anchorage's staff, Board of Directors and membership, I write to express strong support for House Bill 11 and ask that you present this bill for action in the Finance Committee and assist in moving it forward.

Sincerely,



Marti Greeson
Executive Director

²Insurance Institute for Highway Safety. Teenage Drivers, 1984.

March 19, 1997

Representative Gene Therriault
Alaska House of Representatives
State Capitol, Room 511
Juneau, Alaska 99801-1182

Dear Representative Therriault,

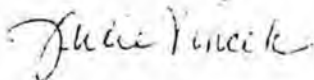
I am writing you to express my strong support for House Bill 11 which establishes a graduated licensing system in Alaska.

There is a great deal of supportive data telling our nation and more specifically our community that inexperienced teenage drivers operating their vehicles during high risk early hours is resulting in too many deaths and serious injuries.

There is no doubt that this bill must be passed now! Let's follow the example of other states who are standing up and demanding ways to reduce senseless, preventable auto deaths and injuries among youth.

I ask that you present this bill for action in the Finance Committee and assist in moving it forward! Thank you and good luck!

Sincerely,



Julie Vincek
12203 Woodward Dr.
Anchorage, Ak 99516
907-345-3130



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

Region X
Alaska Idaho Oregon
Washington

3140 Jackson Federal Building
915 Second Avenue
Seattle, Washington 98174

Region Phone No. 206-220-7549
Fax No. 206-220-7551

March 17, 1997

The Honorable Gene Therriault
Representative State of Alaska
State Capitol Building
Juneau, Alaska 99811

Dear Representative Therriault:

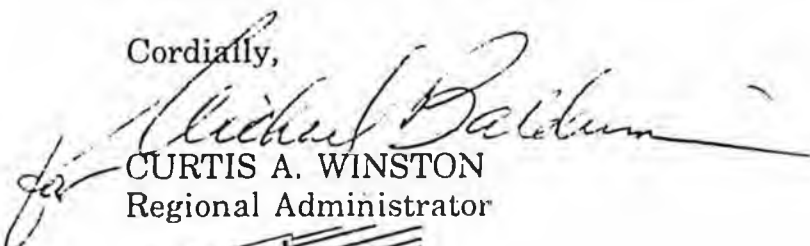
Traffic crashes are the Nation's number one cause of youthful deaths. The facts are clear. Teenage drivers are involved in a disproportionate number of motor vehicle crashes when compared to the rest of the population. One answer to minimizing the tragic outcomes caused by youthful drivers is a graduated licensing system. The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) strongly encourages states to implement a graduated driver licensing system to ease young drivers into the driving environment through more controlled exposure to progressively more difficult driving experiences.

As Co-chair of Finance, you are acutely aware that HB 11, Provisional Driver's License, will reduce the economic costs losses in lives, injuries and health care associated with documented traffic crashes involving young people ages 15-20 in the State of Alaska. To date, eight States have enacted graduated licensing laws with an additional 13 states currently working on successful passage of the legislation during their 1997 Legislative Session.

NHTSA evaluation of graduated licensing systems in California, Maryland, and Oregon report a 5 to 16 percent reduction in crashes for drivers ages 15-17. If the experience in Alaska is like other States, legislative passage and enforcement of the proposed bill will definitely result in a decrease in fatalities, injuries and health care costs for those under age 18.

I trust the information provided will be helpful to you in the passage of this bill. If you or your staff have additional questions, please feel free to contact me or Rosemary Nye of our office.

Cordially,


CURTIS A. WINSTON
Regional Administrator



SAFETY BELTS SAVE LIVES

April 9, 1997

Representative Gene Therriault
Alaska House of Representatives
State Capitol, Room 511
Juneau, Alaska 99801-1182

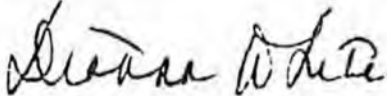
Dear Representative Therriault,

The purpose of this letter is to express my strong support for House Bill 11 which establishes a graduated licensing system in Alaska.

Supportive data indicates that the Graduated Licensing Programs have had a positive impact upon the driving habits of teenage drivers in other states. There have been numerous incidents in our very own community, which demonstrate why this bill should be passed.

I ask that you present this bill for action in the Finance Committee and assist in moving it forward

Sincerely,



Dianna White
6084 Doncaster Dr.
Anchorage, Ak 99504
907-337-3004



THE NATIONAL ASSOCIATION OF
State Emergency Medical Services Directors

111 Park Place, Falls Church, Virginia 22046-4513
Phone: 703-538-1799 • Fax: 703-241-5603 • E-mail: nasemsd@aol.com

Wednesday, October 23, 1996
Coeur d'Alene, Idaho

EXECUTIVE COMMITTEE

RESOLUTION #96-01

PRESIDENT
Dan Manz
Vermont

NASEMSD SUPPORT OF THE
GRADUATED DRIVER LICENSING SYSTEM

PRESIDENT-ELECT
Drew Dawson
Montana

TREASURER
Dix Criner
Idaho

SECRETARY
Louise Goyette
Massachusetts

IMMEDIATE PAST PRESIDENT
Dix Bailey
North Carolina

EAST REGION
George Leggett
New Jersey

SOUTH CENTRAL REGION
Keith Wages
Georgia

NORTH CENTRAL REGION
Tom Wiedrich
North Dakota

WEST REGION
Dennis Melara
Hawaii

WHEREAS, the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) encourages states to implement a graduated driver licensing system to ease young drivers into the driving environment through more controlled exposure to progressively more difficult driving experiences and driver licensing stages, prior to full licensure, and

WHEREAS, in 1995, 6,220 young people, aged 15-20, died in motor vehicle crashes, and

WHEREAS, young drinking drivers are involved in fatal crashes at twice the rate as drivers aged 21 and older, and

WHEREAS, graduated licensing has been shown to reduce crashes among youthful drivers, and

WHEREAS, ten states have a three-stage licensing system and four states have two stages of licensing, and

THEREFORE, BE IT RESOLVED that the National Association of State EMS Directors supports graduated licensing systems.

Adopted in this form by unanimous vote of the membership,
October 23, 1996:

President, Dan Manz

Secretary, Louise Goyette

States putting the brakes on teens' driving

With inexperience a major factor in accidents involving young drivers, more states are establishing 'graduated' licenses and other limits

By Jennifer Loven
The Associated Press

LANSING, Mich. — The four teens were laughing and carefree as they drove past a group of joggers on a country road that rainy afternoon.

Seconds later, a tanker truck slammed into their car, killing 15-year-old Colette Barnes and two other girls.

One of Colette's friends, a 15-year-old driving with a learner's permit but without an adult in the car, had run a stop sign. A 17-year-old boy in the back seat was the only survivor.

In the 14 months since, Colette's parents have led a crusade to spare other families from the same tragedy.

A law pushed by Lynda and Scott Barnes makes Michigan one of a growing number of states to establish "graduated" driver's licenses, which slowly give teen-agers more and more driving privileges as they gain experience behind the wheel.

The restrictions are aimed at what's considered the chief problem for young drivers: inexperience.

"We had to do something — we're losing our kids," said Lynda Barnes, 36, surrounded in her Mason home by pictures of Colette and her two other daughters. "I've got another one coming up, and I don't want to lose any more."

The law, passed last month

and effective in April, allows Michigan teens to start learning to drive earlier — at 14½ instead of 15. But it has a three-step process that sets stricter requirements for training, calls for more parental involvement, and limits the hours teens may drive.

Currently, Michigan teen-agers simply need driver's education and 30 days with a learner's permit to get a full-fledged license at age 16.

Under the new law, teens will first receive a Level 1 license that, like a learner's permit, will require either a parent or a licensed driver over 21 to be in the car. Teens will have to stay at that level for at least six months, and parents must swear to supervise 50 hours of driving, including 10 at night.

Sixteen-year-olds who complete those requirements can then go to Level 2 and drive alone at most times of the day. Between midnight to 5 a.m., however, they cannot drive at all unless they are with a parent or are going to work.

An unrestricted license goes only to 17-year-olds who have spent six months at Level 2. Teens will have to be without an accident or a conviction to progress at each stage.

Colette's parents know the new restrictions might not have saved their daughter; the girl who ran the stop sign was



'We're losing our kids': Scott and Lynda Barnes' daughter Colette, 15, was killed in Lansing, Mich., when a truck slammed into the car in which she was riding. The driver of the car also was 15.

already breaking the law by driving without an adult. But they believe extra training and parental involvement will make novice drivers safer.

Studies have shown 5% to 16% reductions in crashes involving young drivers in places that have some graduated licensing provisions.

"It's really to train people to drive the same way we train people to do a lot of other complex tasks, a little bit at a time," said Rob Foss of the University of North Carolina's Highway

Safety Research Center.

Eleven states now have graduated licensing requirements, and many others have approved less comprehensive restrictions.

At least eight more states are looking at placing additional limits on teen drivers.

"It's a major problem in all the states with young drivers," said state Rep. Dan Gustafson, the Michigan bill's sponsor.

Encouraging teens to use seat belts and not drink and drive has reduced teenage

crash fatalities from their peak in 1986. But motor vehicle accidents still are the top killer of teens. Though teens made up 5.1% of the nation's licensed drivers in 1994, they accounted for 13.9% of traffic deaths.

Maryland was first to enact some features of graduated licensing, in 1979. But only in the last year or two have a larger number of states given the idea serious attention.

"There's increasing recognition that what we're doing isn't working," said Patricia Waller,

Among limits: 3-step licenses, restricting hours teens can drive

The nationwide move to establish graduated licenses or restrict young drivers:

► Eleven states have three-step licensing for young drivers: California, Colorado, Florida, Kentucky, Maryland, Massachusetts, Michigan, New York, Pennsylvania, West Virginia and Wisconsin. Georgia, Illinois, Minnesota, New Hampshire, North Carolina, Tennessee, Vermont and Virginia are considering whether to further restrict young drivers.

► Twenty-seven states require driver's education, and 29 require teens to have a learner's permit before they get a full license.

► Six states — Connecticut, Florida, Kentucky, Michigan, Minnesota and Virginia — require teens to hold their learner's permit for at least six months be-

fore they can get a license.

► Thirteen states restrict the hours when teen-agers can drive without supervision. The limits range from South Carolina's, which bars unsupervised teen driving from 6 p.m. to 6 a.m., to Maryland, Michigan and Pennsylvania's, which forbid driving by teens between midnight and 5 a.m.

► Forty-three states and the District of Columbia have enacted some kind of "zero tolerance" law setting a lower blood-alcohol level for young people than for adults. States that do not pass such laws by 1998 will lose some of their federal highway money.

► One of most recommended driving restrictions for young people: limiting the passengers drivers can have in the car in certain circumstances.

who wrote the graduated licensing concept 30 years ago and now heads the University of Michigan's Transportation Research Institute.

Kentucky and Michigan, which along with Florida approved graduated licensing this year, are considered to have the most extensive programs. What other states are doing varies widely.

Thirteen limit the nighttime hours when teens can drive, and six require young drivers to have a learner's permit for

six months or more. But most states still have attached rules to getting an unrestricted license. Only 29 require a learner's permit at all.

Some activists are frustrated at lawmakers' reluctance to approve what they consider a crucial provision — limiting the number of passengers in a teen's car. No state has such a restriction; New Zealand is the only country that does. Michigan's bill had one, but lawmakers removed it for fear of overly burdening parents.

Bill may pull teens off road

By DON KIRKMAN

Specials Howard News Service

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

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

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

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

Please see Back Page. DRIVING

DRIVING: Tougher rules for teens

Continued from Page A-1

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

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

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

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

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

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

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

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

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

4 hurt in car wreck remain hospitalized

17-year-old killed in weekend head-on collision on Sterling Highway

The Associated Press

KENAI — Four people seriously injured in a weekend accident that killed one of the drivers remained hospitalized Tuesday.

Matthew J. Reilly, 18, of Kenai was still in critical condition at Providence Alaska Medical Center, a spokeswoman said. His brother, Keegan R. Reilly, 15, of Kasilof, and another fellow passenger, Lucas F. Spruill, 19, of Kasilof, were upgraded to serious condition.

Harry R. Geron, 74, of Anchorage, a passenger in the second vehicle, was upgraded to satisfactory condition at Providence, a hospital spokeswoman said.

Thomas K. Davis, 17, of Kasilof was killed in the head-on collision Sunday evening on the Sterling Highway.

Davis was pronounced dead at the scene.

The teenagers were returning home from an 'after-prom' party in the Cooper Landing area when the accident occurred.

The teenagers were returning home from an "after-prom" party in the Cooper Landing area when the accident occurred, said Alaska State Trooper Robert Clark, who is investigating the accident.

The station wagon Davis was driving drifted across

the center line and into the path of an oncoming pickup truck, troopers said.

The pickup's driver, Joseph F. Connors, 54, of Anchorage, tried to avoid the other car but was unable to prevent the collision, troopers said. He was

treated and released at Central Peninsula General Hospital at Soldotna.

Alcohol is not believed to have been a contributing factor, but the cause of the crash remains under investigation, Clark said.

Chad Benson, 17, of Sterling and Levi Reilly, 17, of Kasilof, who had been following the station wagon when the collision occurred, dragged all six victims from the wreckage moments before both vehicles burst into flames.

"Troopers told me all six would have been dead if they hadn't pulled them out," said Benson's mother, Marlene Byrdly. "They're having a hard time right now. I don't feel much like a hero after you have a friend die in your arms."

Clark, the investigating trooper, was Davis' baseball coach.

"It's pretty tough when you pull the blanket off the kid's face and you know him," Clark said.

METRO

ANCHORAGE DAILY NEWS

MONDAY, April 22, 1996

STATE NEWS

Teen killed in early morning crash

A 16-year-old boy died early Sunday morning when the car he was riding in collided with another vehicle at C Street and 15th Avenue. Guathar M. Burt was pronounced dead at the scene after the 1983 Oldsmobile he was riding in collided with a vehicle driven by Jose Elias, 22, of Anchorage, according to the Anchorage Police Department. Burt was riding in the back seat of a car driven by Casey Weiss, 17, of Anchorage as the vehicle headed east on 15th, police said. Elias was traveling south on C Street in the right hand lane when his car collided with Weiss' vehicle about 2:30 a.m., police said. Elias and Weiss were taken to Alaska Regional Hospital, police said. Weiss was in stable condition Sunday evening. Elias was treated and released, a hospital spokesman said.

Eagle River man dies in wreck

An Eagle River man died near Cooper Landing Saturday afternoon when the motorcycle he was riding crossed the center line of the Sterling Highway and collided with an oncoming tractor-trailer truck, according to the Alaska State Troopers. Terry Lynn Collins, 40, died at the scene about 3:30 p.m. near a curve at Mile 50 of the highway, troopers said. Collins' Harley Davidson collided with a westbound tractor-trailer truck driven by Gary L. Spruill, 45, of Kasiloof, troopers said. Collins and his motorcycle were thrown into the eastbound lane and struck by a tractor-trailer truck driven by Charles Ashley, 23, of Soldotna. Ashley had been following the eastbound Collins. The truck Ashley was driving overturned after being sideswiped by Spruill's truck, which veered into the eastbound lane after colliding with the motorcycle, according to troopers. The truck operated by Spruill then collided with a pickup driven by Marvin Husek, 43, of Anchorage, troopers said. Husek had been behind Ashley's truck, troopers said. Spruill was taken to the Soldotna hospital for treatment, where he was listed in stable condition Sunday evening. Husek drove the pickup from the scene, troopers said.

she was
s in her
her neck.
down and
the trek
car at the

"If it's my fault, I'm willing to take the consequences," she said. "I was prepared to go to the mat. I called the superintendent. I was going to move them, home school or whatever."

Principal Lyons declined to comment.

Bill seeks tougher driver's ed

The Associated Press

JUNEAU — Teen drivers would spend more time on probation before earning their full licenses under legislation approved in the state House to ease new motorists onto the highways.



The bill's sponsor, Rep. Joe Green, R-Anchorage, said the plan would establish a gradual licensing system that would require young drivers to work their way up to adult driving privileges.

"As they learn and become more proficient, the restrictions are reduced until they obtain a full driver's license," Green said.

The proposal would set a curfew prohibiting drivers younger than 18 from operating a vehicle between 1 a.m. and 5 a.m. Curfew exemptions would be made for teenagers driving to and from work.

Please see Page B-3, DRIVERS

Costello breaks breaking crowds

ffects on the building, which was completed in 1983.

Meanwhile, another Project '80s building, the Alaska Center for the Performing Arts, roughly broke even last year, said the center's president, Von Roberts.

The arts center ran on a \$2 million budget last year, with roughly half the money coming from city taxpayers, Roberts said. The rest comes mainly from corporate and individual donations and ticket sales.

All told, the arts center took in \$2.35 million last year, Roberts said. Most of the surplus went to cover maintenance projects on the facilities, she added, though about \$10,000 is expected to land in a reserve fund for future maintenance.

"We don't shoot to make money," Roberts said. "If we have a surplus, generally that's funded back into maintenance projects and events."

with
ating
in.
leading

at growing
Aces and
age hockey
uced reve-
eat Alaska
ent drew
pany said.
ment was
a reserve
ance proj-

mean streets a little easier to travel

fishness. It
by former
n't see be-
n, city-pro-
treatment
sit system.

months of
ers. During
nly once an
method of
is the ride

o's bus, I
choice of
dozen other
e, a well-
ork clothes,
g and very
e 12, which
at Alaska
tals. It also
noth on Tu-
the Alaska
new buses,
wheelchair
d on routes
nd disabled.

Costello, a large, amiable man with collar-length hair and a mustache, has been working on Route 12 only as long as his bus. He got the route in part, he said, because other drivers quit the transit department.

"We don't have a lot of good morale in the bus barn," he said.

Costello is originally from Butte, Mont. He first came north in 1971 to work in the Cook Inlet fishery. During the pipeline boom of the mid-1970s, he began working as a Teamster, often out of the Fairbanks hall, retiring after 20 years. He took up bus driving five years ago.

"It's not as easy a job as it looks," he said. "Well, you drive in Anchorage, you know how it is. Nobody wants to be behind a bus."

Costello lives in the Chugiak area. Three days a week, he clocks in at 6:49 a.m., out at 1:30 p.m., in again at 4:15 p.m. and out at 7:34 p.m. He works a longer fourth day to reach 40 hours. The split shifts allow the people in charge of the system to add buses during peaks in the

passenger load, but they make for long days. Since 1991, new drivers have received a lower hourly wage than their predecessors.

"A lot of people think us city workers are cutting a fat hog," Costello said. "I herd this bus around for \$33,000 a year."

The transit department hopes to have all 48 of its buses replaced in two years and to start a shelter-building program this summer. But the things that local taxes pay for, like more frequent runs, are less likely. Until the mayor and Assembly move public transit up their priority lists, as they should, not many people are going to get to hear the buses talk.

They talk?

"Wait a minute," Costello said as I got off the bus. He reached up to an overhead console and pushed a button.

"Have a nice day," the bus said.

□ Mike Doogan's opinion column appears in the Daily News each Tuesday, Friday and Sunday. His e-mail address is: mdoogan@pop.adn.com.

Street closure

blocks of C Street will be closed to through traffic the weekend while repairs are made to a broken water main. All southbound lanes of C Street between 34th and 40th Avenues will be closed from 8 p.m. today until Monday morning. A detour will direct traffic on C Street around the project, city officials said. C Street will be reduced to one lane of traffic between 34th and 40th Avenues to accommodate traffic. The section of C Street that broke has been repaired and water has been rerouted to serve businesses and homes in the area. No one will be allowed to cross C Street at water while the repairs are made, officials

Daily News staff reports

the expense report Thursday, but she said Anchorage had the highest at \$13,930.

DRIVERS: Bill seeks probation for teens

Continued from Page B-1

In 1994, 16- to 20-year-olds made up 6.2 percent of the total drivers in Alaska but accounted for 12.9 percent of the car accidents in the state, according to the Alaska Highway Safety Planning Agency. That group also accounted for 29 percent of the state's fatal crashes.

The measure would still allow teens as young as 14 and 15 to get instruction permits, but they would have to drive

with another motorist at least 25 years old, instead of 21 as the current law requires.

At age 16, they would be eligible for a provisional driver's license so long as they have held a learner's permit for at least six months. By age 18, they could apply for a full driver's license after holding a provisional license for at least a year.

The bill now goes on for Senate consideration.

Anchorage Daily News

ADVANTAGE CLUB

"super dozen"

Take Advantage of great savings...

Shop these quality merchants and restaurants for great savings and values:

Simply subscribe to seven day service and pay by mail for six months or longer to become an Advantage Club member.



Have you placed your Love Line, yet? Call 257-4444 or 279-8170 to place your message today!

ROAD MARKET Indoors!!!

Tudor Road Bingo Center
Friday 9:00am - 4:00pm
Antiques, Jewelry & Clothing
Tudor Road • 562-7538

ADMISSION

AIRPORT ALASKA POSALS SERVICES

the services of a professional to prepare a new assessment, ALP. The estimated three process will be advisory Circular

March 15, 1996
scope of work
ity manager by



Buy any sandwich, large fries, and large soft drink and get a second sandwich of equal or lesser value FREE.



Dimond & New Seward
5th Avenue and H Street
15% OFF any fresh flower order. Excludes discounted and wire items.

Baskin 31 Robbins. Ice Cream & Yogurt

15% OFF all regular priced items. Does not apply to value or sale items.



Buy a DOZEN donuts for \$3.99. Limit 2 per person. Buy an espresso, get a FREE donut.



Make it NAPA BRAND new!

20% OFF manufacturer's suggested list prices. Engines, tools, equipment, BK items, and sale items excluded

NATURALIZER



You'll love the staff we're made of

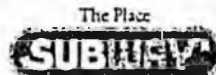
Buy any large pizza at regular price & get a large pizza of equal or lesser value FREE. Dine-in only. Excludes Bigfoot Pizza, Stuffed Crust Pizza & all other offers.

REGIS HAIRSTYLISTS

20% OFF shampoo, cut & style. 10% OFF products. Sorry, no double discounts.



FREE wax and underbody with any regular car wash purchased.



Where Fresh is the Taste.

Buy one foot long sandwich, get the second one for 99c! Limit one per person, per visit.



Buy one chicken sandwich and medium soft drink, get the second chicken sandwich FREE! Limit one per person, per visit.



1211 E. Hoffman Road 15% off basic full

Anchorage Daily News

Fuller A. Cowell
Publisher



Kent Pollock
Editor

Michael Carey, Editorial Page Editor
Patrick Dougherty, Managing Editor

Gerald E. Grilly, Publisher, 1984—1993
Katherine Fanning, Editor and Publisher, 1971—1983
Lawrence Fanning, Editor and Publisher, 1967—1971
Founded in 1946 by Norman C. Brown

Young drivers

Let's start them off slowly

State Rep. Joe Green, R-Anchorage, wants to make it harder for teenagers to win full driving privileges. The power to him. The graduated licensing process he has in mind should help make Alaska roads safer for both youths and adults.

Rep. Green's bill is grounded in a reality that makes every parent of a teen worry. Young drivers simply have more accidents.

In Alaska, drivers age 20 and under are only 6.2 percent of the driving population, but they account for twice that number of accidents — 12.8 percent. (That's according to 1993 data from the Alaska Highway Safety Planning Agency.)

No doubt Rep. Green's idea will prove unpopular with Alaska youths. They'll naturally resent being barred from late night driving or having to maintain a clean record before getting full driving privileges.

At 16, a driver's license is a ticket to freedom, a chance to exercise new-found independence, to feel the power of sitting behind the wheel.

Unfortunately, that driver's license is often a ticket to something else — the hospital, or worse. And when young drivers make misjudgments, they aren't the only ones who suffer the consequences. Often their fellow passengers or other drivers wind up hurt or dead.

Contrary to what some youths may think, driving is not a right, it's a privilege — a privilege that carries a heavy responsibility. Creating a graduated license will encourage Alaska youths to use their



Frontiersman

Steve Krehl
Publisher

Vicki Naegelo
Managing Editor

Growing with the Valley since 1947

Prom night should be safe and fun

Recently, Houston High students witnessed a graphic illustration of what can happen when prom night (or any other night) revelry puts an intoxicated driver behind the wheel. Thankfully, the illustration was a mock accident, not the real thing.

This weekend, more local schools will hold their annual proms, and, in a few short weeks, graduation celebrations will mark another rite of passage. Unfortunately, both occasions tend to be marked with use of alcohol or other drugs by students, graduates and others.

Prom night, graduation and all such occasions should be full of memories that teens can carry with them forever. But they should be memories of joy and fun, not grief and terror. Nor should they be so blurred by controlled substances that they are only shadowy images of unrecalled acts.

Even though alcohol was not suspected in an April 28 crash that killed a Kasilof teen, Thomas K. Davis and his friends were returning from an after-prom party when Davis' car crossed the center line about 7 a.m. and drifted into the path of an oncoming vehicle on the Sterling Highway. Five others, including three of Davis' friends, were injured in the mishap. According to the Peninsula Clarion, all three teens have serious injuries, including back and head injuries.

Unfortunately, even this stark reminder of life's frailty will fall to sober some teens.

May each teen enjoy the end-of-the-school-year merriment safely, sanely and soberly. The rest of your lives are ahead of you.

MAR-18-94 FRI 9:31

P. 02

STATE OF ALASKA
DEPT. OF HEALTH AND SOCIAL SERVICES

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

WALTER J. HICKEL, GOVERNOR

P.O. BOX 110616
JUNEAU, ALASKA 99811-0016
PHONE: (907) 455-3027
FAX: (907) 596-1877

March 18, 1994

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

Dear Juanita,

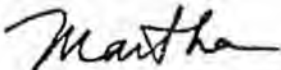
I have searched the Trauma Registry database for young adults, age 14-20, drivers of a passenger highway vehicle (not motorcycle, snowmachine, or ATV), hospitalized in Alaska for motor vehicle crash injuries.

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

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

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

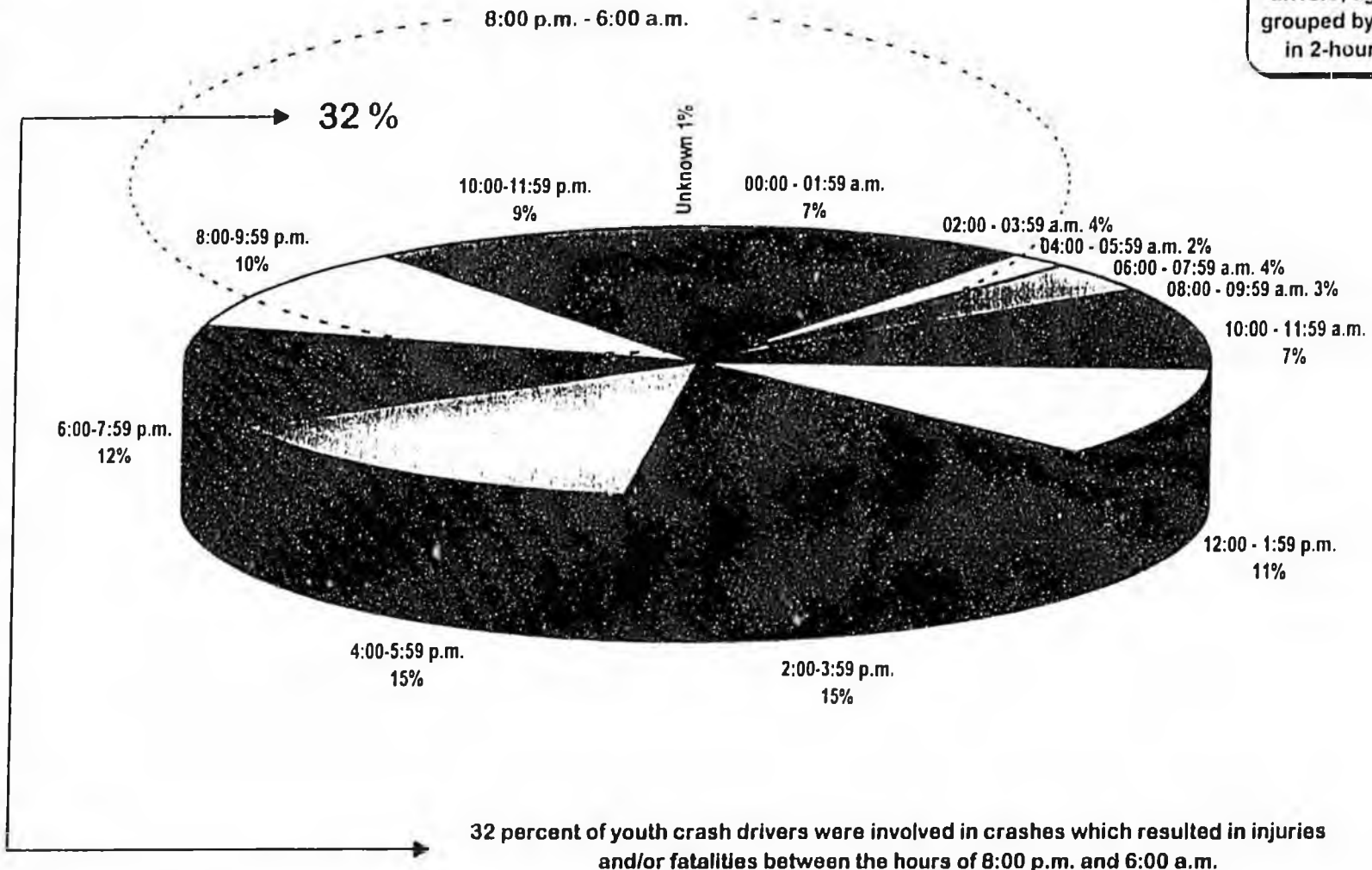
Sincerely,



Martha A. Moore
Trauma Registry Coordinator

1993 YOUTH DRIVERS INVOLVED IN
INJURY AND FATAL CRASHES
{AGES: 16 - 20}

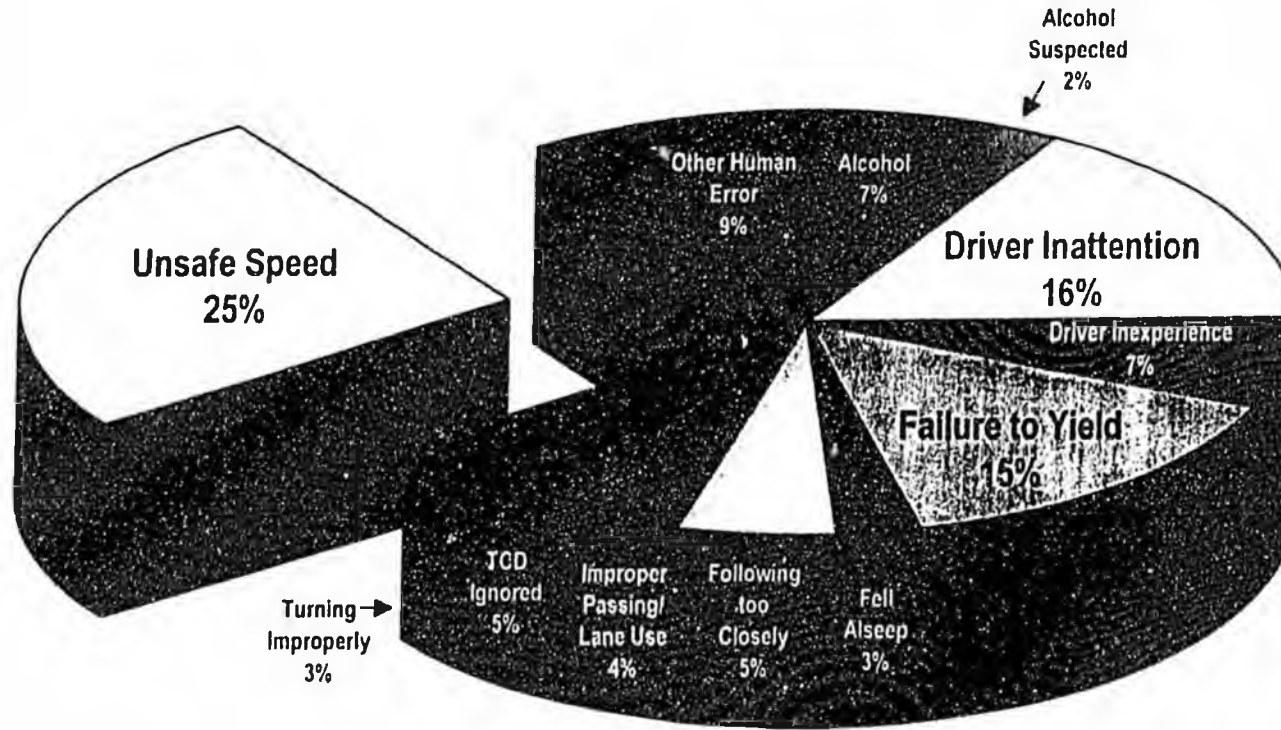
DATA REPRESENTED
Percentage of 1,138
injury and fatal crash
drivers, ages 16 to 20,
grouped by time of day,
in 2-hour intervals.



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

**1993 HUMAN ERRORS KNOWN TO HAVE CONTRIBUTED TO
INJURY AND FATAL TRAFFIC CRASHES
INVOLVING YOUTH DRIVERS {AGES 16-20}**

DATA REPRESENTED
Percentage of 814 known human errors contributing to injury and fatal crashes which involved a youth driver, age 16-20.



Other Known Factors

There were an additional 145 contributing factors other than human error. Of those other factors, 83 involved roadway conditions. 'Slippery pavement' was cited in 71% (59 of 83) of roadway factors. **SPECIAL NOTE: 'unsafe speed' was cited in combination with 'slippery pavement' 68% of the time (40 of 59 occurrences).**

Year	YOUTH DEATHS				ALCOHOL-RELATED						
	Total Deaths	Youth Deaths	< Diff >	% Total Deaths	Total Alcohol Deaths	Youth Alcohol Deaths	Alcohol < Diff >	Youth % of Total Alcohol Deaths	Youth Death < Diff >	Alcohol % of Youth Deaths	
1979	91	32	59	35.2%	69	23	46	33.3%	9	71.9%	
1980	88	18	70	20.5%	64	8	56	12.5%	10	44.4%	
1981	100	25	75	25.0%	76	23	53	30.3%	2	92.0%	
1982	107	9	98	8.4%	54	9	45	16.7%	0	100.0%	
1983	150	45	105	30.0%	64	15	49	23.4%	30	33.3%	
1984	137	37	100	27.0%	70	14	56	20.0%	23	37.8%	
1985	127	30	97	23.6%	69	14	55	20.3%	16	46.7%	
1986	101	14	87	13.9%	50	6	44	12.0%	8	42.9%	
1987	76	17	59	22.4%	44	7	37	15.9%	10	41.2%	
1988	97	22	75	22.7%	48	6	42	12.5%	16	27.3%	
1989	84	12	72	14.3%	46	8	38	17.4%	4	66.7%	
1990	98	8	90	8.2%	48	3	45	6.3%	5	37.5%	
1991	101	16	85	15.8%	50	9	41	18.0%	7	56.3%	
1992	108	25	83	23.1%	61	10	51	16.4%	15	40.0%	
1993	118	34	84	28.8%	49	10	39	20.4%	24	29.4%	
Total	1583	344	1,239	21.7%	862	165	697	19.1%	179	48.0%	

YOUTH CRASH STATISTICS ~ 1979 thru 1993

Year	FATAL YOUTH CRASHES				ALCOHOL-RELATED					
	Total Crashes	Youth Crashes	< Diff >	% Total Crashes	Total Alcohol Crashes	Youth Alcohol Crashes	Alcohol < Diff >	Youth % of Total Alcohol Crashes	Youth Crash < Diff >	Alcohol % of Youth Crashes
1979	81	28	53	34.6%	45	19	26	42.2%	9	67.9%
1980	79	15	64	19.0%	43	7	36	16.3%	8	46.7%
1981	90	19	71	21.1%	50	17	33	34.0%	2	89.5%
1982	98	9	89	9.2%	54	9	45	16.7%	0	100.0%
1983	135	40	95	29.6%	53	13	40	24.5%	27	32.5%
1984	123	37	86	30.1%	61	14	47	23.0%	23	37.8%
1985	107	27	80	25.2%	58	12	46	20.7%	15	44.4%
1986	89	14	75	15.7%	46	5	41	10.9%	9	35.7%
1987	70	15	55	21.4%	40	6	34	15.0%	9	40.0%
1988	86	20	66	23.3%	43	6	37	14.0%	14	30.0%
1989	79	11	68	13.9%	44	7	37	15.9%	4	63.6%
1990	92	8	84	8.7%	47	3	44	6.4%	5	37.5%
1991	90	13	77	14.4%	45	7	38	15.6%	6	53.8%
1992	89	21	68	23.6%	50	9	41	18.0%	12	42.9%
1993	88	28	60	31.8%	37	9	28	24.3%	19	32.1%
Total	1,396	305	1,091	21.8%	716	143	573	20.0%	162	46.9%

1993 DRIVERS IN TRAFFIC CRASHES

Age Group	1993 Licensed Drivers	% Of Licensed Drivers	1993 Crash Drivers	% Represented in Total Crashes
< 16	1	0.0%	75	0.3%
16-20	24,310	6.2%	3,257	12.8%
21-25	41,861	10.6%	3,195	12.6%
26-30	48,780	12.4%	2,919	11.5%
31-35	57,756	14.7%	3,123	12.3%
36-40	58,506	14.9%	2,902	11.4%
41-45	50,586	12.8%	2,416	9.5%
46-50	37,471	9.5%	1,622	6.4%
51-55	25,819	6.6%	1,094	4.3%
56-60	17,226	4.4%	733	2.9%
61-65	12,396	3.1%	490	1.9%
66-70	8,979	2.3%	370	1.5%
71 +	10,236	2.6%	439	1.7%
Unknown	4	0.0%	2,740	10.8%
Totals	393,931	100.0%	25,375	100.0%

A New Course for DRIVER'S ED

Teaching teens how to steer and stop was the primary focus of driver training programs for a quarter-century. Today, they emphasize decision-making.

Driver education has long been the butt of many a joke. When Mary Sue Terry campaigned for governor of Virginia a few years ago, she was fond of saying that her hometown was so small that driver ed and sex ed were taught in the same car. And it seems as though every baby boomer can recall a stout football coach screaming into a bullhorn and chasing after the one student who couldn't get his white Ford out of reverse until every orange cone in the high school parking lot had been flattened into the gravel.

These days, driver education is less an object of ridicule, but that's because fewer people are taking it.

At the peak of DE's popularity a generation ago, 14,000 high schools in all but

a few states were teaching more than 2 million student drivers each year. However, its effectiveness wasn't evaluated until 1975, when federal transportation officials undertook a longitudinal study of 15,000 student drivers in DeKalb County, Georgia.

Periodic project reports indicated that not only did DE courses appear to have little positive impact on safety but they might actually be harmful to students, who often became overconfident in their driving ability and exercised less caution. Parents of those taking driver education also tended to spend less time practicing with their children and were more likely to let them drive at night—a key factor in accidents.

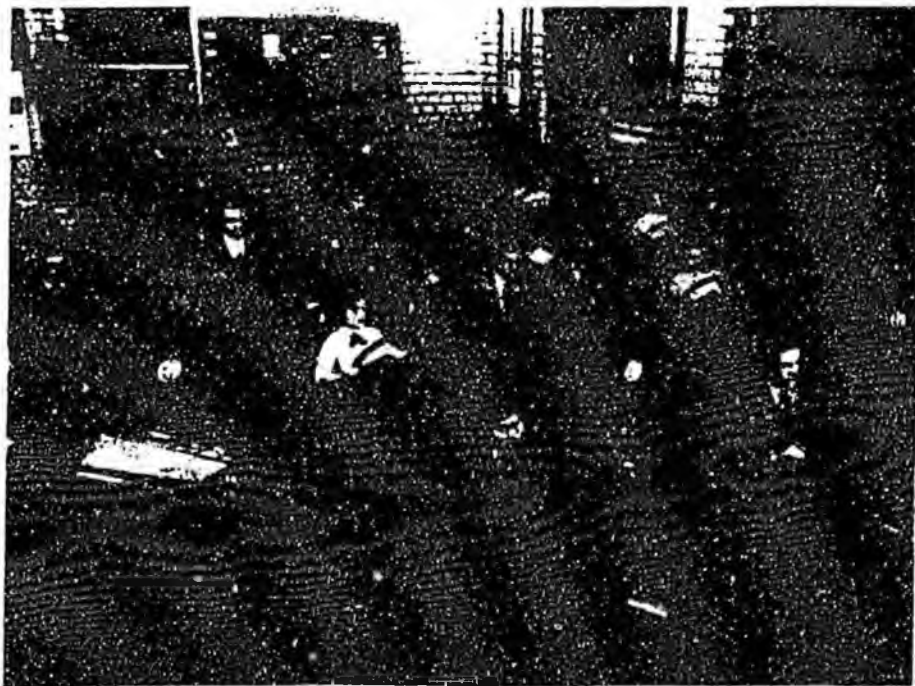
Given this evidence, as well as the

expense associated with the programs, DE was an easy target when states went looking to trim budgets during the early-1950s recession. Since then, nearly 20 states have removed DE from licensing requirements, and about half of all school districts dropped the courses after losing state funding for them. Many of those that still require driver education have modified it—keeping classroom instruction, for instance, while reducing or eliminating on-road training—or left it up to the private sector to offer courses.

But pointing to recent statistics that show the overwhelming cause of teen accidents is driver error, the National Highway Traffic Safety Administration, the Centers for Disease Control and Prevention, and the AAA Foundation for Traffic Safety have begun a crusade to resurrect driver education. "When you realize that 40 percent of 16-year-old males have been involved in police-reported crashes, it is obvious that something needs to be done," says Stephanie Faul of the FTS.

Even if that figure seems disputable, citizens and policy makers alike are well aware that motor vehicle crashes are the leading cause of death for 15- to 20-year-olds, and few would disagree with Faul's conclusion. Of course, there are no simple answers to the problem. But the current angle of attack focuses on implementing driver training courses that place as much emphasis on reducing risky behavior as on perfecting parallel parking.

The first National Conference on High School Driver Education, which convened in 1949, recommended that students receive 30 hours of classroom learning and six hours of driving instruction. This formula is still the norm across the nation, even though



Driving simulators, with roadways shown on a movie screen, once taught teenagers how to operate a car. But that's only one facet of safe driving.

safety experts say nearly 5,000 miles of driving experience are necessary for a student to become an "average" driver. And the textbooks used in DE courses—typically a summary of the state's driving laws, not a handbook for safer driving—have come under fire as well.

"DE has had its problems," acknowledges Allen Robinson, president of the American Driver and Traffic Safety Education Association. "The way it was taught was not done correctly." Indeed, learning

Although his bill was "dismissed" at the subcommittee level, Haskins is determined to rekindle the issue next year.

In Nebraska, state Senator LaVon Crosby proposed a study of driver safety and DE after a string of accidents last spring resulted in teen fatalities. DE is not mandatory or publicly funded in Nebraska, so students are responsible for paying for a course if they want the training. "Teens are not getting the right kind of education about driving," Crosby says, "and driver's

keep an unrestricted license, a driver must be 17 and not cause an accident or be ticketed for a moving violation for at least six months. "This makes Michigan the leader in the nation in comprehensive driver's training," declared Representative Dan Gustafson, as the bill he sponsored was signed into law.

Kentucky, which began a graduated licensing program October 1, requires all new drivers to practice with a permit for six months, up from 30 days. Permit-holders can only drive when accompanied by a licensed adult over 21, and they are banned from driving between midnight and 6 a.m., except to or from work or school or in emergencies. The new law also has a zero-tolerance provision related to blood-alcohol levels and requires all students to take a four-hour safety course or high school DE by age 15.

Several states have seen marked results from graduated licensing laws. California, Oregon and Maryland all have reported decreases of between 5 and 16 percent in crashes involving teens after their programs began. Still, the new approach is not without its detractors.

Last year, Virginia's General Assembly reviewed a study of graduated licensing in other states. The report concluded that such programs were effective in reducing teen accidents, and recommended a minimal crash-free period before a full license is issued. However, Richard Holcomb, the Department of Motor Vehicles commissioner, strongly opposed graduated licensing as an intrusion upon parents' right to regulate their own children. The graduated licensing bill that lawmakers passed this spring became law without the governor's signature.

In a separate effort to curb teen crashes, Virginia lowered the minimum age for a driving permit from 15 years, eight months to 15. The idea was to give students more time to practice driving with adult supervision before they obtain their full licenses. But while acknowledging the good intentions of the measure, some question why the additional hands-on-the-wheel experience needs to come at the younger end of the driver-training spectrum, when students are less mature.

George Hensel, owner of the California Driving School, believes that raising the age for unrestricted licenses—as Michigan did—is the most important step in improving teen driving safety. In fact, he would not allow his daughter to get her license until she turned 15. □

ABOUT A DOZEN STATES HAVE GRADUATED LICENSING PROGRAMS, WHICH EXTEND THE TIME IT TAKES TO QUALIFY FOR FULL DRIVING PRIVILEGES.

how to operate a car is only one facet of overall training, addressing teenagers' inexperience, inattention and sense of invincibility is now widely considered to be an even more fundamental issue.

Michael F. Smith, a research psychologist at the NHTSA who authored a 1994 report for Congress about DE, notes that teens are more likely than other drivers to speed, run red lights, make illegal turns and tailgate. They also perceive that they have less to lose by engaging in reckless behavior and more to gain in the way of peer approval. He believes that DE should focus on two objectives: improving the skills teens use to estimate risk and reducing teens' willingness to take risks.

The AAA Foundation for Traffic Safety, which aims to "reinvent" DE, has distributed a model curriculum outline to lawmakers and educators. Recommended reforms include less emphasis on mechanics such as turning and traffic laws. Instead, safety issues—identifying a safe distance between cars, road hazards and vehicle defects, as well as speeding and driving while intoxicated—are given equal weight.

Although states have yet to make sweeping revisits to driver education, legislators are showing increased interest in providing better ways to introduce young drivers to the skill. At least 14 states considered DE-related bills this year.

A measure introduced by state Representative Terry Haskins of South Carolina, for example, would have required 16-year-olds to take a DE course in order to obtain a license, as is the case in half of the states. But "there was not enough of a feeling that this is something we should do," he says.

ed is a big part of understanding safety."

The most interesting legislative activity occurred this fall when Michigan repealed its requirement that public schools provide DE classes. But the move was not as against the grain as it might seem. While achieving their goal of reducing education mandates, lawmakers changed the letter but not the spirit of the state's driver training law: Students must still take lessons in order to obtain a license.

Starting next April, schools that offer the service will get an \$50-per-driver reimbursement from the state, but are responsible for making up the difference—roughly \$100—until 1995. At that point, while local schools must match the state's contribution, they can charge students a fee to cover the remaining cost of the program. In places that scrap DE, students can receive an \$50 voucher from the state to offset a portion of the cost of private driver training.

In the same bill, Michigan followed the lead of about a dozen other states that have implemented "graduated" licensing programs, which extend the amount of time it takes to qualify for full driving privileges. Michigan's three-tier process begins with a learner's permit for those at least 14 years, nine months old. They must take a training course with road instruction, pass written and vision exams, and cannot drive without an adult.

At age 16, a restricted license can be issued after students complete at least 50 hours of driving with a parent (including 10 hours at night) and pass a road test. Driving unaccompanied between midnight and 5 a.m. unless commuting to or from a job is prohibited.

Finally—and most notably—to get and



Adolescent Health Research Updates

Supplement to the Adolescent Health Plan

No 2 — January 1997

Research Updates are periodically distributed from the Alaska Adolescent Health Advisory Committee (AHAC). AHAC believes that effective planning for the health of Alaska's adolescents should have a strong scientific basis. *Alaska's Adolescents: A Plan for the Future*, the 1994 publication by AHAC, was the product of the committee's review of research related to adolescent health at that time. In order to stay current with new information, AHAC continually reviews research dealing with a broad range of adolescent health topics. Summary reports are prepared by AHAC members for distribution to people interested in teen health, especially those who use *Alaska's Adolescents* as a guide for their efforts in the field. Feedback about the usefulness of these updates would be welcomed.

Unintentional Injury Among Adolescents

Injury is crippling our youth. Both national and state statistics report its toll.^{1,2,3} Nationally, each year more lives are lost to injury than to all combined causes of death during the entire Vietnam war.¹ In Alaska, as in the nation, injury is the leading cause of death among youth aged 10-19.² Young people today die mainly as a result of injury from contact with vehicles, alcohol and firearms.²

What could prevent these deaths? There are many strategies that have been shown to prevent injury deaths. The licensing of all-terrain vehicle (ATV) users, curfews, helmet use, and the enforcement of alcohol laws are examples of effective means of saving lives.⁴

Injuries are considered either intentional (e.g., assaults, homicide, suicide) or unintentional (e.g., motor vehicle & bicycle crashes, drowning). Because subsequent reports will address violence and suicide, this report will focus on unintentional injury. Research on injury prevention demonstrates that unintentional injuries are predictable and preventable. The term "accident" is not used because it implies that the incident is unavoidable.

percent of high school students admit to drinking while driving in the 1995 YRBS. (21)

Costs

While the U.S. Congress continues to limit the Center for Disease Control and Prevention (CDC) budget to study injury, the costs of injury to the U.S. public continue to rise. In Alaska, the cost of each hospital stay for each motorcycle injury patient who was not wearing a helmet is about \$27,000. Motor vehicle patients who were not wearing seat belts cost \$18,000. each.⁹ National figures show that 60% of motorcycle injuries associated with no helmet use are paid by Medicaid.¹ That means that the private decision to take risk comes right out of the public's pocket.¹

Injury Prevention

Approaches to injury prevention have evolved from faulting the victims to applying the public health disease model. The most recent approach involves "the 3 E's" of education/behavior, engineering/technology, and enforcement/legislation. Research has shown that in general, the engineering approach is more effective than the enforcement approach, and that education has been least effective.² Modifying the environment of individuals—through engineering or public policy—seems to be the most successful way to reduce the greatest number of injuries.

Ten years ago Frederick Rivara published a report that outlined the means for preventing injury to children.¹⁰ Although it reflects what we know about effective injury prevention, the methods have not been consistently employed. What seems to be lacking is political will. Actions that can prevent a third of the deaths among children are not being taken.

This section summarizes what is known about prevention strategies for the three major causes of death among teens in Alaska: vehicles, drownings, and guns.

Vehicle Injury

Vehicle injury is the most thoroughly studied as well as the most frequent cause of death. Fortunately, it is very clear that the following approaches all would reduce the incidence of vehicle injury:

- 1) increase in the price of alcohol (tax)⁴
- 2) curfews (that eliminate the dangerous driving hours)⁴
- 3) use of motorcycle helmets⁴
- 4) use of bicycle helmets⁴
- 5) use of seat belts⁴
- 6) decrease in speed limits (the recent national increase is expected to cause at least 4000 more deaths each year)⁴
- 7) decrease of legal blood alcohol level¹¹
- 8) delay of licensing and/or provisional licensing¹¹
- 9) graduated licensing²⁷
- 10) community based, coordinated, comprehensive programs to alter social norms in all age groups.¹¹

Research shows the following does not work:

- 1) driver education programs (which, instead, seem to put inadequately trained teens onto the highways earlier)¹
- 2) alcohol education programs alone, without license suspension following DWI convictions.⁴

In Alaska, the impact of ATV and snowmachine use is also significant. The American Academy of Pediatrics recommends drivers be licensed for snowmachines.¹² The National Committee for Injury Prevention and Control (NCIPC) recommends age and use controls on ATV's.⁴ Alaska injury prevention experts also recommend the use of helmets for snowmobiles and ATV's.²⁰

Drowning

Drownings represent almost 25% of unintentional deaths in Alaska. What would prevent them includes:

- 1) use of personal flotation devices (PFDs)⁴
- 2) laws, with funding for enforcement, requiring the use of PFDs⁴
- 3) blood alcohol laws applied to boating.⁴

Guns

Guns are a major factor in both unintentional and intentional injury. It is difficult to separate the research on violence, guns and unintentional injury because the studies often include suicide, homicide and "accidents". What is clear is that the states that have the most guns, have the most injuries from guns.¹³ Detroit has more gun deaths per capita than Northern Ireland during its worst IRA troubles.¹ According to national researchers, at least half of our homes have firearms.¹⁷ Half of

HB

12

FISCAL NOTE

**STATE OF ALASKA
1998 LEGISLATIVE SESSION**

BILL NO. CSHB 12 (FIN)

Revision Date (Note if correction) _____	Dept. Affected <u>Law</u>
Title <u>An Act relating to civil liability for commercial recreational activities; and providing for an effective date.</u>	BRU <u>Civil Division</u>
Sponsor <u>Representative Davis</u>	Component <u>Special Litigation</u>
Requester <u>House Finance Committee</u>	Component Serial No. <u>2213</u>

Expenditures/Revenues	(Thousands of Dollars)					
OPERATING EXPENDITURES	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

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

FUND SOURCE	(Thousands of Dollars)					
1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY98) cost: _____

POSITIONS						
Full-time						
Part-time						
Temporary						

ANALYSIS: *(Attach a separate page if necessary)*

CSHB 12 (FIN) is intended to establish the responsibilities of operators of commercial recreational activities and participants in those activities and to decrease uncertainty regarding the legal responsibility for injuries that result from participation. The bill establishes that participation in a commercial recreational activity constitutes acceptance of the inherent risks of the activity, and that acceptance of the risks means a person is contributorily negligent to the extent the inherent risk causes injury, death, or property damage. Compensatory damages awarded in a case resulting from injury, death, or property damage shall be reduced for contributory negligence. CSHB 12 (FIN) further sets out certain responsibilities of the operator of the commercial recreational activity, including explaining risks to participants, requiring employees be trained and competent, and maintaining equipment and facilities in good repair.

CSHB 12 (FIN) will have no fiscal impact on the Department of Law.

Prepared by <u>Joan M. Kasson</u>	Phone <u>465-5370</u>
Division <u>Attorney General's Office</u>	Date <u>4/10/98</u>
Approved by Commissioner <u>Bruce M. Botelho, Attorney General</u>	Date <u>4/10/98</u>
Agency <u>Department of Law</u>	

PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE
For further distribution information, call the Governor's Legislative Office



Alaska State Legislature

Senate

JERRY WARD

State Capital
Juneau, AK 99801-1182
Phone (907) 465-1940
Fax (907) 465-3766


716 W. 4th Ave., Ste. 450
Anchorage, AK 99501-2151
Phone (907) 258-8183
Fax (907) 258-0820

145 Main Street Loop
Kenai, AK 99611
Phone (907) 283-7096
Fax (907) 283-3075

MEMORANDUM

DATE: April 30, 1998

TO: Legislative Legal

FROM: Lydia A. Jones 
Senate Transportation Committee

RE: Senate Transportation CS for CSHB 12

Please prepare a Senate Transportation CS for CSHB 12 making this legislation identical to the original version of the bill (0-L.S0097/A).

Thank you.

LEGAL SERVICES

DIVISION OF LEGAL AND RESEARCH SERVICES
LEGISLATIVE AFFAIRS AGENCY
STATE OF ALASKA

(907) 465-3867 or 465-2450
FAX (907) 465-2029
Mail Stop 3101


130 Seward Street, Suite 409
Juneau, Alaska 99801-2105

MEMORANDUM

April 30, 1998

SUBJECT: Civil liability for equine activities - (SCSCSHB 12(TRA))

TO: Senator Jerry Ward
Attn: Lydia Jones

FROM: Michael F. Ford 
Legislative Counsel

The work draft you requested is enclosed. As you may know, changing the bill's title is a violation of the Uniform Rules of the Alaska Legislature. (See Uniform Rule 41((b)) If you would also like a resolution suspending the uniform rules regarding this bill's title, please let me know.

MFF:glc
98-260.glc

Enclosure

0-LS0097AH
Ford
4/30/98

SENATE CS FOR CS FOR HOUSE BILL NO. 12(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTIETH LEGISLATURE - SECOND SESSION

BY THE SENATE TRANSPORTATION COMMITTEE

Offered:
Referred:

Sponsor(s): REPRESENTATIVES DAVIS, Hudson, James, Mulder

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to civil liability for injuries or death resulting from equine**
2 **activities."**

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

4 *** Section 1. AS 09.65 is amended by adding a new section to read:**

5 **Sec. 09.65.145. Immunity for injuries resulting from equine activities. (a)**

6 **Except as provided in (b) of this section, a person, and the personal representative of**
7 **a person, who suffers an injury or death resulting from an inherent risk of an equine**
8 **activity may not recover civil damages from an equine activity sponsor, an equine**
9 **professional, or an equine owner.**

10 **(b) This section does not affect a civil action for damages resulting from**

11 **(1) gross negligence or reckless or intentional misconduct of the equine**
12 **activity sponsor, equine professional, or equine owner, or agents or employees of the**
13 **equine activity sponsor, equine professional, or equine owner;**

14 **(2) a dangerous latent condition that is known or should have been**

1 known to the equine activity sponsor, equine professional, or equine owner and for
2 which warning signs have not been conspicuously posted if the equine activity sponsor,
3 equine professional, or equine owner owns, leases, rents, or is otherwise in lawful
4 possession and control of the land or facilities where the injury or injuries resulting in
5 death occurred;

6 (3) faulty or defective equipment, tack, or a product provided by the
7 equine activity sponsor, equine professional, or equine owner;

8 (4) the failure of the equine activity sponsor, equine professional, or
9 equine owner who provided the equine to make reasonable efforts to determine the
10 ability of the injured person to participate safely in the equine activity and to safely
11 manage the equine involved in the equine activity;

12 (5) injury or death of a spectator.

13 (c) In this section,

14 (1) "equine" means a horse, pony, mule, donkey, or hinny;

15 (2) "equine activity" means a show, fair, competition, performance, or
16 parade involving an equine, equine riding, inspecting, evaluating, boarding, training,
17 or teaching;

18 (3) "equine activity sponsor" means a person who provides an equine,
19 land, or facilities for an equine activity;

20 (4) "equine professional" means a person who receives compensation
21 for instructing during an equine activity, for sponsoring an equine activity, or for the
22 use of an equine;

23 (5) "inherent risk of an equine activity" means a danger or condition
24 that is an integral part of an equine activity, including

25 (A) the propensity of an equine to behave in a way that may
26 result in injury, harm, or death to a person on or around the equine;

27 (B) the unpredictability of an equine's reaction to a sound,
28 sudden movement, or unfamiliar object, person, or other animal;

29 (C) collisions with other equines, objects, or a person; or

30 (D) the potential of a person to act in a negligent manner that
31 may contribute to injury to the person or others.

1 * Sec. 2. This Act applies to a civil action that accrues on or after the effective date of this
2 Act.

Alaska State Legislature

Interim:

145 Main St. Lp., 223
Kenai, Alaska 99611
907/283-7095
907/283-3075 fx
907/262-7574 hm



Session:
State Capitol
Juneau, AK 99801
907/465-2693
fx 907/465-3835
800/463-2693

Representative Gary Davis

MEMORANDUM

To: Senator Jerry Ward, Chair
Senate Transportation Committee

From: Representative Gary Davis 

Re: Amendments to HB 12

Date: May 2, 1998

I am aware that members of the Transportation committee have recently received a letter of support for HB 12 distributed by the Alaska Municipal League (AML). My office subsequently received a list of proposed amendments to HB 12 proposed by AML. I am in favor of these amendments as they are drafted on the accompanying attachment.

Thank you for scheduling HB 12 in the Senate Transportation committee on Tuesday, May 5th. I would appreciate any consideration you and the members of your committee can give to the proposed amendments.

Please contact myself or Darwin in my office if you have any further questions or need further assistance.

*Representing House District 8
Cooper Landing, Funny River, Hope, Moose Pass, Seward, Sterling, Soldotna*

Representative_Gary_Davis@legis.state.ak.us

Alaska State Legislature

Interim:
145 Main St. Lp., 223
Kenai, Alaska 99611
907/283-7095
907/283-3075 fx
907/262-7574 hm



Session:
State Capitol
Juneau, AK 99801
907/465-2693
fx 907/465-3835
800/463-2693

Representative Gary Davis

amend adopted

Suggested amendments to HB 12

- The following amendments are intended to clarify that the provisions of Sec. 2 cover municipal as well as private commercial recreation. In many municipalities, including up to the size of Juneau, there may not be the base population to support a private commercial recreation business like a skating rink, rock climbing wall, etc. The municipality may be required to offer it, if it is offered at all.
- Also, the first two changes on page 1 need to be made to better accommodate the new skateboard section.

On page 1, line 5, change "...persons who operate..." to "...operators of..."

On page 1, line 8-9, delete "...businesses that offer..."

On page 2, line 21, change "A person who operates..." to "An operator of..."

*Representing House District 8
Cooper Landing, Funny River, Hope, Moose Pass, Seward, Sterling, Soldotna*

Representative_Gary_Davis@legis.state.ak.us

CITY OF SEWARD

P.O. BOX 167
SEWARD, ALASKA 99664



- Main Office (907) 224-3331
- Police (907) 224-3338
- Harbor (907) 224-3138
- Fire (907) 224-3445
- Telecopier (907) 224-3248

May 5, 1998

Representative Gary Davis
House of Representatives
State Capital Building, Room 513
Juneau, AK 99801

Dear Representative Davis:

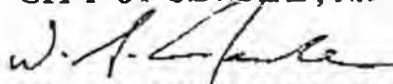
The City of Seward supports House Bill Number 12, "An Act relating to civil liability for commercial recreational activities and certain skating and cycling activities." The issue of liability for claims arising from the inherent hazards of skateboarding, in-line skating, bicycling and other non-motorized, wheel-based activities is important to all municipalities.

In Seward we have a reputation for caring for our youth. Two years ago we constructed a skate park for two reasons. We wanted to give the kids a designated, safe, visible place to practice their chosen sport. We also needed to move the users out of busy pedestrian areas like sidewalks, parking lots and community plazas. We felt we did a great thing when we built the park. However, the City assumes this inherent risk on a daily basis. Restrictions placed on the users by our insurance carrier include that athletes are required to wear 4 pieces of safety gear and sign a detailed Use Agreement. Though positive, these requirements still leave all municipalities open for liability. In addition, this inherently dangerous sport often precludes private business from opening a park due to possible, future litigation. I am positive that House Bill No. 12 will reduce the battles our community daily faces among skateboarders, in-line skaters, city officials and concerned citizens.

We know from experience that the athletes who choose these sports are already knowledgeable about the inherent risks. They purposefully choose to participate without a park, thus are already assuming their personal liability.

The City of Seward thanks you for sponsoring this legislature. We request your continued support of House Bill Number 12. Thank you for your thoughtful consideration of this important youth issue.

Sincerely,
CITY OF SEWARD, ALASKA


W. S. JANKE, CITY MANAGER

907.224.4047
907.224.4038 fax
citymgr@seward.net

**MATANUSKA-SUSITNA BOROUGH****Borough Manager**350 E. Dahlia Avenue, Palmer, Alaska 99645-6488
Phone (907) 745-9689 • FAX (907) 745-9845

May 4, 1998

Senator Jerry Ward, Chair
Senate Transportation Committee
State Capitol
Juneau, Alaska 99811**Re: Support for HB 12, Civil Liability for Commercial Recreational Activities
and Certain Skating and Cycling Activities**

Dear Senator Ward:

HB 12 provides private businesses and municipalities the opportunity to provide needed recreational opportunities for all Alaskans. HB 12 strikes a balance between inherently risk-sensitive recreational activities and self-initiated participation in such activities that may lead to injury or death. The Mat-Su Borough is self-insured and operates an ice arena, gymnasium, parks, and swimming pools. Civil liability is a real concern when people believe a private business or government should shoulder the financial responsibility for injury or death due to participation in an inherently risk-sensitive recreational activity.

Without HB 12, private and public sector development of recreational opportunities will continue to be "chilled" due to unfair liability exposure. Using the contributory negligence standard as a means to balance responsibility sends a clear message to individuals who knowingly and willingly initiate participation in a risk-sensitive activity. HB 12 ensures personal responsibility is properly weighed on the scales of justice.

Your support of HB 12 to include all recreational facilities and programs will spark new interest and investment in recreational services and facilities by both the private and public sectors.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael J. Scott".

Michael J. Scott
Borough Managercc: Senator Lyda Green
Senator Rick Halford
MSB Assembly
AML
City of Wasilla

Alaska State Legislature

Interim:

145 Main St., Lp., 223
Kenai, Alaska 99611
907 283-7095
907 283-3075 fx
907 262-7574 hm



Session:
State Capitol
Juneau, AK 99801
907 465-2693
fx 907 465-3335
907 463-2693

Representative Gary Davis

SPONSOR STATEMENT

CSHB 12(FIN) am

"An Act relating to civil liability for commercial recreational activities; and providing for an effective date."

CSHB 12(FIN) am is intended to provide reasonable protection against frivolous lawsuits for operators of commercial recreational activities. Whenever an individual participates in a commercial recreational activity, they assume an inherent risk that accompanies that activity. Many of the unfortunate accidents that result from recreational activities are intrinsic in nature. If the operator is not obviously negligent, the operator should not be held accountable simply for monetary compensation.

This bill addresses specific guidelines a participant and an operator must follow in order to minimize the possibility of an accident that results in injury, death or property damage. As long as these guidelines are followed, and an accident still occurs, the participant would be responsible under this legislation. However, if a participant in a recreational activity suffers an accident and files a civil liability lawsuit against the operator, there is still a provision in this legislation that allows a jury to find the operator negligent to a degree if there is sufficient proof.

There is an additional provision in the bill to establish liability limitations for municipal skating and cycling activities. The intent is to encourage municipalities to proceed with development of areas for outdoor recreation without increasing their liability unnecessarily.

Additionally, this legislation is offered to provide the opportunity for owners and operators of commercial recreational activities to obtain affordable insurance policies. This legislation will provide some statutory protection against civil litigation so these businesses can continue to operate under proper insurance coverage.

Some of the more inherently dangerous recreational activities that would be included under this bill are; horseback riding, bicycling, car racing, 4-H competitions, rodeos, skateboarding in municipal parks, and other related activities.

*Representing House District 8
Cooper Landing, Funny River, Hope, Moose Pass, Seward, Sterling, Soldotna*

Interim:
145 Main St. Lp., 223
Kenai, Alaska 99611
907 283-7095
907 283-3075 fx
907 262-7574 hm



Session:
State Capitol
Juneau, AK 99801
907 465-2693
fx 907 465-3535
907 463-2693

Representative Gary Davis

SECTIONAL ANALYSIS

CSHB 12 (FIN) am

"An Act relating to civil liability for commercial recreational activities; and providing for an effective date."

Section 1 sets out the purposes of the bill -- to establish the respective responsibilities of persons who operate commercial recreational activities and persons who participate in them, to decrease uncertainty about liability for damages for injuries resulting from participating in commercial recreational activities, and to encourage the continued availability of commercial recreational activities.

Section 2 enacts a new chapter relating to "Civil Liability for Commercial Recreational Activities," and adds five new statutory provisions -- Sec. 05.50.010 through Sec. 05.50.100.

Sec. 05.50.010 provides that a person who participates in a commercial recreational activity accepts the risk that an injury might occur as a result of participating in the activity.

Sec. 05.50.020 provides that if the risk inherent in the activity causes an injury, and the injured person has accepted that risk, then the person's damages, if any, will be reduced by the percentage of fault that the court or jury determines is attributable to the acceptance of the risk.

Sec. 05.50.030 sets out the responsibilities of a person who participates in a commercial recreational activity. Those responsibilities include learning about the risks; acting within the limits of the person's abilities; heeding all warnings; maintaining control over oneself, children, equipment, or animals; and refraining from actions that might cause or contribute to an injury.

Sec. 05.50.040 sets out the operator's responsibilities, which include explaining the risks inherent in the activity and the skills and equipment required to participate; requiring that employees directly assisting participants have first aid and CPR training; maintaining all facilities and equipment in good repair; providing trained and competent personnel; and acting in a reasonably safe and competent manner.

Representing House District 8

Cooper Landing, Funny River, Hope, Moose Pass, Seward, Sterling, Soldotna

Sec. 05.50.050 makes it clear that the provisions of the bill do not affect existing statutes relating to the immunity of an owner of unimproved land or of the operator of a ski area.

Sec. 05.100 defines the terms "children" (a person under 18 years of age), "commercial recreational activity" (an activity for which participants pay compensation), and "recreational activity" (an outdoor activity for the purpose of exercise, education, relaxation, pleasure, sport or hobby).

Section 3 enacts a new chapter relating to "Municipal Skating and Cycling Liability and Responsibility," and adds seven new statutory provisions – Sec. 05.55.010 through Sec. 05.55.100.

Sec. 05.50.010 prohibits a person from bringing a lawsuit against a municipality, for an injury resulting from an inherent danger and risk of skateboarding or cycling at a municipal skateboarding or cycling facility.

Sec. 05.50.020 describes the effect of a violation of AS 05.50. A municipality or other person who violates AS 05.50 is negligent and civilly liable to the extent the violation causes injury or property damage. This section provides that if an injury occurs and an inherent danger and risk of skateboarding was a contributory factor or the injured person violated a provision of AS 05.50, a municipality is not liable unless the municipality also violated a provision of AS 05.50.

Sec. 05.50.030 sets out the duties of a person who uses a municipal skateboarding or cycling facility.

Sec. 05.50.040 requires that municipalities maintain a sign system for protection and instruction of skateboarders and cyclists.

Sec. 05.50.050 sets out the duties and responsibilities of a skateboarder or a cyclist who uses a municipal skateboarding or cycling facility.

Sec. 05.50.060 requires that a municipality must allow a person participating in a skateboard or cycling competition to visually inspect the course or area. This section also provides that a person participating in a skateboard or cycling competition assumes certain risks and cannot hold the municipality liable for the assumed risks.

Sec. 05.50.100 provides additional definitions.

Section 4 makes the Act applicable only to acts or omissions that occur on or after the effective date of the Act.

Section 5 provides that the Act will take effect July 1, 1998.

May 4, 1998

Senator Jerry Ward
Alaska State Legislature
State Capitol
Juneau, AK
Via Facsimile 907-465-3766



ALYESKA RESORT

Dear Senator Ward:

On behalf of Alyeska Resort (Alyeska Prince Hotel, Alyeska Ski Resort & the Anchorage Golf Course), we greatly appreciate your support of CSHB 12 (Fin)Am, a recreational liability bill.

Our hotel and resort industry has very stringent safety standards for all our clients as it should be!

However, in any recreational business and sport there is a certain element of risk. We believe this bill is necessary to avoid unfair and unreasonable claims that make it very difficult to provide recreational and outdoor adventures because of extremely high insurance and legal costs.

The entire Alaska visitor industry greatly appreciates your help and support to pass this bill.

Thank you.

Sincerely,

Chris von Imhof
Alyeska Resort, Vice President & Managing Director
AVA, Vice President, Government Relations

P.O. Box 243

GIRSWOOD, ALASKA 99587

TELEPHONE (907) 754-1111

FAX (907) 754-2200

HB

83

FISCAL NOTE

No. 2

STATE OF ALASKA
1997 LEGISLATIVE SESSION

BILL NO:

Bill Version: CSHB 83(STA)

(H) Publish Date: 3/26/97

Revision Date: 03/10/97

Dept. Affected: Public Safety

Title: Commercial Vehicle Inspections

BRU: Alaska State Troopers

Component: Commercial Vehicle Enforcement

Sponsor: Rep. Martin

Requestor: H.STA

COMPONENT SERIAL NO. 1235

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

OPERATING	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
CHANGE IN REVENUES ()	-0-	-0-	-0-	-0-	-0-	-0-
Revenue Code						

FUNDING: (Thousands of Dollars)

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

Estimate of current year (FY 97) impact: \$ _____

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary.)

This bill would not have any significant fiscal impact on AST.

Prepared By: Capt. Ted M. Bachman

Phone: 269-5650

Division: Alaska State Troopers

Date: 03/10/97

Approved by Commissioner: Ronald L. Otte

Date: 3/10/97

Agency: Department of Public Safety

PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE
For further distribution information call the Governor's Legislative Office

FISCAL NOTE

No. 3
 Bill Version: CSHB 83 (STA)
 (H) Publish Date: 3/26/97

STATE OF ALASKA
 1997 LEGISLATIVE SESSION

Revision Date: 3/21/97 Dept. Affected: DOT&PF
 Title: "An Act relating to commercial vehicle inspections: and providing for an effective date." BRU: Engineering and Operations
 Sponsor: Representative Martin Component: Engineering and Operations
 Requester: State Affairs COMPONENT SERIAL NO. 547

Expenditures/Revenues

(Thousands of Dollars)

OPERATING EXPENDITURES	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

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

FUND SOURCE

(Thousands of Dollars)

FUND SOURCE	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03
1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 CAPITAL						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY97) cost: \$ 0.0

POSITIONS

POSITION TYPE	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03
FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

The proposed bill will not have a fiscal impact on the Department of Transportation and Public Facilities.

Prepared by: Mike Downing, P.E., Director Phone: 465-2960
 Division: Engineering and Operations Date: 3/21/97
 Approved by: Joseph L. Perkins Date: 3/21/97
 Agency: Department of Transportation and Public Facilities

PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE

For further distribution information, call the Governor's Legislative Office

REPRESENTATIVE
TERRY MARTIN
VICE-CHAIRMAN
BUDGET & AUDIT COMMITTEE
MEMBER
HOUSE FINANCE COMMITTEE

Alaska State Legislature



MAY 15 - JAN 15 258-8169
716 W. 4TH, SUITE 650
ANCHORAGE, AK 99504
JAN 15 - MAY 15 465-3783
STATE CAPITOL
JUNEAU, AK 99801-1182

MEMORANDUM

To: Senator Jerry Ward, Chairman
Senate Committee on Transportation

From: Representative Terry Martin *TMM*

Date: April 15, 1997

Subject: Request for hearing

The House has taken action on CSHB 83 (STA), a bill relating to commercial vehicle inspections. The CS has the strong backing of the Alaska Trucking Association and the State Troopers.

I would be most appreciative if, at your earliest opportunity, you could fit the bill into your committee schedule.

Support information for the bill is attached. If you have questions, please contact either myself or John Manly of my staff at 465-3783. Thank you for your kind attention to this request.



REPRESENTATIVE
TERRY MARTIN
VICE-CHAIRMAN
BUDGET & AUDIT COMMITTEE
MEMBER
HOUSE FINANCE COMMITTEE

Alaska State Legislature



MAY 15 - JAN 15 258-8169
716 W. 4TH, SUITE 650
ANCHORAGE, AK 99504

JAN 15 - MAY 15 465-3783
STATE CAPITOL
JUNEAU, AK 99801-1182

Sponsor Statement

CS HB 83 (STA)

An Act relating to commercial vehicle inspections; efd.

House Bill 83 was originally introduced in response to a recommendation by the Ombudsman that the requirement to have a commercial motor vehicle inspected by the state be reduced from twice a year to once a year. This recommendation was made because the State Troopers do not have adequate manpower to do the inspections twice a year.

Testimony in the House Transportation Committee and the House State Affairs Committee, particularly from representatives of the Alaska State Troopers and the Alaska Trucking Association, supported the changes found in CS HB 83 (STA).

These changes essentially repeal the state-run inspection program (which had not been implemented due to lack of funding and manpower) and officially adopt the federal regulations under which commercial vehicles are currently inspected. Under the federal program, inspections are conducted either by a qualified in-house mechanic or by contracting with a garage or other repair facility which employs a mechanic qualified to conduct the inspections. A record of inspections and repairs is required to be kept in the vehicle as well as at the facility where the inspection was done.

Peace officers and other authorized officials will continue be authorized to conduct random inspections and review a vehicle's records, issue citations and red-tag an unsafe vehicle to keep it off the highway until it is repaired.

The State Affairs CS also incorporates the effects of EO 98, which transferred the administration of the state's commercial motor vehicle inspection programs to DOT&PF. The CS changes the statutory reference from AS 28.32 to AS 19.10, to conform with EO 98.



Sectional Analysis

CS HB 83 (Trans)

An Act relating to commercial vehicle inspections; efd.

Sec. 1 eliminates the semi-annual inspection requirement, official vehicle inspection stations, and a requirement to display a current sticker of inspection on the vehicle. Instead, an annual inspection is required, and a vehicle owner or operator will have to show proof of the inspection upon demand by an authorized official.

Sec. 2 replaces the never-impemented state-run inspection program with one that meets federal guidelines, in which the inspections are conducted by in-house mechanics or at a qualified garage. This section also allows for audits of inspection records at any time by peace officers or other authorized personnel.

Sec. 3 adopts federal commercial vehicle inspection regulations that were in effect on October 31, 1996 as the basic requirements of the state program. The section also defines "interstate" as used in the federal regulations, to include "intrastate" trucking operations.

Sec. 4 makes a violation of this statute (except for AS 19.10.365) a civil offense, not a criminal offense, authorizing fines of up to \$20,000.

Sec. 5 establishes a maximum fine for violation of AS 19.10.365 (compliance with federal inspection regulations by inspectors) at \$500.

Sec. 6 allows a person who is charged with a violation of the state law to use as a defense the fact that the action is allowed under federal law.

Sec. 7 makes changes to the definition of "commercial motor vehicle" to clarify that it is used for "commercial purposes."

Sec. 8 repeals the following: AS 19.10.060(c), which requires adoption of regulations adequate to avoid losing federal funds; 19.10.320, pertaining to state inspection stations; 19.10.330, pertaining to certification of commercial vehicle inspectors; 19.10.350, relating to falsely representing to be an official inspection station; 19.10.360, relating to counterfeit certificates of inspection; and 19.10.370, directing the commissioner to adopt regulations.

Sec. 9 provides an effective date of July 1, 1997.

HB

222

FISCAL NOTE

No. 1
 Bill Version: CS HB 222(TRA)
 (H) Publish Date: 4/24/97

STATE OF ALASKA
 1997 LEGISLATIVE SESSION

Revision Date: _____
 Title: An Act relating to abandoned, wrecked or junk vehicles.
 Sponsor: Representative Rokeberg
 Requestor: H. TRAN

Department Affected: Administration
 BRU: Motor Vehicles
 Component: Field Services
 COMPONENT SERIAL NO. 0502

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING EXPENDITURES	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

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

FUND SOURCE: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
OTHER						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY 97) cost: \$ _____

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary.)

This bill does not have fiscal impact to the Division of Motor Vehicles.

Prepared by: Juanita M. Hensley
 Division: Motor Vehicles

Phone: 465-2650
 Date: _____

Approved by Commissioner: Mark Bover *Alison M. Elace*
 Agency: Department of Administration

Date: 4/21/97

DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE
 For further distribution information, call the Governor's Legislative Office

FISCAL NOTE

No. 2
 Bill Version: CS HB 222 (TR)
 (H) Publish Date: 4/24/97

STATE OF ALASKA
 1997 LEGISLATIVE SESSION

BILL NO: H.

Revision Date: _____ Dept. Affected: Public Safety
 Title: An Act relating to abandoned, wrecked, or BRU: Alaska State Troopers
junked vehicles Component: _____
 Sponsor: Rep. Rokeberg
 Requestor: H.TRA COMPONENT SERIAL NO. 0799

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

	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03
OPERATING						
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
CHANGE IN REVENUES () Revenue Code	-0-	-0-	-0-	-0-	-0-	-0-

FUNDING: (Thousands of Dollars)

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

Estimate of current year (FY 97) impact: \$ _____

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary.)

This bill would not have any significant fiscal impact on AST.

Prepared By: F/Sgt. Robert Gorder Phone: 269-5650
 Division: Alaska State Troopers Date: 04/18/97
 Approved by Commissioner: Ronald L. Otto *R. L. Otto* Date: 4-11-97
 Agency: Department of Public Safety

PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE

For further distribution information call the Governor's Legislative Office

ALASKA STATE LEGISLATURE

House of Representatives

COMMITTEE ASSIGNMENTS:

LABOR & COMMERCE COMMITTEE, CHAIRMAN
SPECIAL COMMITTEE ON OIL & GAS, MEMBER
JUDICIARY COMMITTEE, MEMBER
CORRECTIONS BUDGET SUBCOMMITTEE, MEMBER
ADMINISTRATION BUDGET SUBCOMMITTEE, MEMBER
HESS BUDGET SUBCOMMITTEE, MEMBER




INTERIM:
718 WEST 4TH AVENUE, SUITE 640
ANCHORAGE, AK 99501
PHONE: (907) 258-8191
FAX: (907) 258-2916

SESSION:
STATE CAPITOL
JUNEAU, AK 99801-1182
PHONE: (907) 465-4968
FAX: (907) 465-2040

Representative Norman Rokeberg

MEMORANDUM

TO: Senator Jerry Ward

FROM: Representative Norman Rokeberg 

DATE: May 5, 1997

RE: CSHB 222 (TRA) am
Abandoned, wrecked, or junk vehicles

Thank you for agreeing to carry the captioned bill on the Senate side. I appreciate your assistance.

This bill was developed with the cooperation of:

- a. The Municipality of Anchorage who originally requested the bill. The bill is listed in the MOA's 1997 legislative program.
- b. The City Attorney from the City of Ketchikan.
- c. The Alaska Tow Truck Association.

For your convenience, I have attached a list of talking points about the bill. A request for hearing before your committee and a bill packet are also being delivered with this memorandum.

Again, thank you for your assistance.

TALKING POINTS

CSHB 222 (TRA) AM - Abandoned, wrecked, or junk vehicles

- Suggested by the Municipality of Anchorage
- Supported by: Municipality of Anchorage
City Attorney, City of Ketchikan
Alaska Municipal League
Alaska Tow Truck Association
- Informational letters supplied by: Department of Environmental Conservation
I/M Division, Municipality of Anchorage
- Bill would give local governments more tools to work with when impounding and disposing of wrecked or junk vehicles.
- Last year, Municipality of Anchorage spent \$126,000 to deal with 1,000 vehicles.
- Bill would
 - expedite removal of junk vehicles from streets and rights-of-way
 - reduce holding time and decrease processing time for junk vehicles
 - assist in reducing the number of junk vehicles which are sold through auction and often re-deposited on the streets and rights of way
 - save money, allow municipal programs to be more effective, and help make roadways safe.
- Bill does not impact air quality (see DEC letter dated March 25, 1997 -- which date should actually be April 25, 1997)
- Bill allows for disposal by public auction of titled vehicles without a requirement that the auction/tow company register these vehicles. This is important in Anchorage and Fairbanks where registration requires that a vehicle pass an I/M test. The buyer of the vehicle will still have to register the vehicle in order to be able to drive the vehicle. The buyer is also well aware that the vehicle may not pass I/M muster (see Alaska Tow Truck packet).

ALASKA STATE LEGISLATURE

House of Representatives

COMMITTEE ASSIGNMENTS:

LABOR & COMMERCE COMMITTEE, CHAIRMAN
SPECIAL COMMITTEE ON OIL & GAS, MEMBER
JUDICIARY COMMITTEE, MEMBER
CORRECTIONS BUDGET SUBCOMMITTEE, MEMBER
ADMINISTRATION BUDGET SUBCOMMITTEE, MEMBER
HESS BUDGET SUBCOMMITTEE, MEMBER



INTERIM:
716 WEST 4TH AVENUE, SUITE 640
ANCHORAGE, AK 99501
PHONE: (907) 258-8191
FAX: (907) 258-2916

SESSION:
STATE CAPITOL
JUNEAU, AK 99801-11*2
PHONE: (907) 465-4960
FAX: (907) 465-2040

Representative Norman Rokeberg

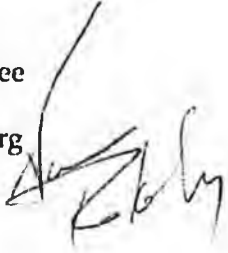
MEMORANDUM

TO: Senator Jerry Ward, Chairman
Senate Transportation Committee

FROM: Representative Norman Rokeberg

DATE: May 5, 1997

RE: CSHB 222 (Trans) am



I would request that CSHB 222 (Trans) am be scheduled for a hearing before your committee.

Attached are the following:

- a. Copy of CSHB 222 (Trans) am
- b. Sponsor Statement for HB 222
- c. Sectional Analysis to CSHB 222 (TRA)
- d. The amendment added to the bill on the House floor occurred on page 2, line 13. This amendment makes clear that vehicles used in competitive racing are not to be considered "junk" vehicles.
- e. Letter from Alaska Tow Truck Association
- f. Letter from DEC
- g. Letters and backup from MOA
- h. Letter from Steve Schweppe, City Attorney, City of Ketchikan
- i. Letter from the Alaska Municipal League.

If you have any questions, please contact Janet Seitz at x6547.

Attachments

ALASKA STATE LEGISLATURE

House of Representatives

COMMITTEE ASSIGNMENTS

LABOR & COMMERCE COMMITTEE, CHAIRMAN
SPECIAL COMMITTEE ON OIL & GAS, MEMBER
JUDICIARY COMMITTEE, MEMBER
CORRECTIONS BUDGET SUBCOMMITTEE, MEMBER
ADMINISTRATION BUDGET SUBCOMMITTEE MEMBER
HEALTH & SOCIAL SERVICES BUDGET SUBCOMMITTEE MEMBER



INTERNAL:
715 WEST 4TH AVENUE, SUITE 540
ANCHORAGE, AK 99501
PHONE: (907) 258-8191
FAX: (907) 258-2915

SESSION:
STATE CAPITOL
JUNEAU, AK 99801-1192
PHONE: (907) 485-4958
FAX: (907) 485-2640

Representative Norman Rokeberg

SPONSOR STATEMENT

HOUSE BILL 222

BY REPRESENTATIVE NORMAN ROKEBERG

House Bill 222 is an act relating to abandoned, wrecked, or junk vehicles.

HB 222 would give local governments more tools to work with when impounding and disposing of wrecked or junk vehicles. The Municipality of Anchorage has placed the passage of such legislation on its 1997 Legislative Program as an issue that needs to be addressed. The number of vehicles abandoned on streets and highways has become and is a problem for local governments. These vehicles, besides being an eyesore, can be a possible traffic or health risk. Such vehicles are usually not properly registered and tracing the owner can be difficult.

It is expensive for local governments, and citizens of those governments, to remove wrecked or junk vehicles can be formidable. The Municipality of Anchorage removes more than 1,000 such vehicles from municipal and state rights-of-way each year. The cost to the Municipality of Anchorage to remove such vehicles is approximately \$126,000.

House Bill 222 would provide the following benefits to local governments:

- Expedite removal of junk vehicles from streets and rights-of-way
- Reduce holding time and decrease processing time for junk vehicles.
- Assist in reducing the number of junk vehicles which are sold through auction and often re-deposited on the streets and rights-of-way.

House Bill 222 would make it easier for local governments to remove junk vehicles from streets and rights-of-way. The provisions of HB 222 would save money, allow municipal programs in this area to be more effective, and help make our roadways safer.

Your support of this measure would be appreciated.

ED 1:4/14/97

LEGAL SERVICES

DIVISION OF LEGAL AND RESEARCH SERVICES
LEGISLATIVE AFFAIRS AGENCY
STATE OF ALASKA

APR 25 1997

(907) 465-3867 or 465-2450
FAX (907) 465-2029
Mail Stop 3101

130 Seward Street, Suite 409
Juneau, Alaska 99801-2105

MEMORANDUM

April 25, 1997

SUBJECT: Sectional Summary of CSHB 222(TRA)

TO: Representative Norman Rokeberg
Attn: Janet

FROM: Michael F. Ford *M.F.F.*
Legislative Counsel

You have requested a sectional summary of the above-described bill.

As a preliminary matter, note that a sectional summary of a bill should not be considered an authoritative interpretation of the bill and the bill itself is the best statement of its contents. If you would like an interpretation of the bill as it may apply to a particular set of circumstances, please advise.

Section 1. Establishes that a presumption of abandonment attaches to certain vehicles that reasonably appear to have been left unattended if the vehicles are registered or titled as required under AS 28.10.

Section 2. Allows certain junk vehicles to be removed and treated as abandoned vehicles. Provides a definition of "junk" and "wrecked" vehicles.

Section 3. Reduces the time period for reclaiming an impounded vehicle from 30 to 15 days.

Section 4. Allows disposal of a vehicle by scrap processing or by public auction.

Section 5. Requires that vehicles that are sold at auction must be titled.

Section 6. Allows municipalities to establish hearing procedures for removal of a wrecked or abandoned vehicle.

MFF:glc
97-272.glc



APR 24 1997

SUBJECT: Impact of HB222 on the Towing Industry

VIEWS:

A towing company has the right to recover it's costs for towing, research, documentation, storage, insurance, yard rent, payroll and auction of impounded vehicles.

Requiring towing companies or buyers of impounded vehicles to register these vehicles would cause a serious financial hardship on the towing industry. As the buyers would not purchase these vehicles as they are mostly bought for parts not resale. To force buyers to register, would mean to purchase keys, and do repairs needed to bring vehicles into I/M requirements with in Anchorage & Fairbanks. The same applies to the towers if they are required to register these vehicles before sale.

The towing industry has shown a willingness to transfer title at the point of auction to the new buyers of these vehicles. This in turn will help not only the Municipalities, but the State recover moneys for abandoned vehicles, I.E. AMC 15.20.030-.090 Wreck Havoc. It will also bring in additional revenue to the state of \$5.00 per title that has not transferred from auction vehicles in the past.

At this time no Municipal, State or Federal compensation is given to the non contracted towing companies or scrap yards to recover costs for disposal. Until compensation is available the towing industry has no choice but to auction these vehicles to recover their costs.

THE EQUIPMENT OR GOODS SOLD HEREUNDER TO THE BUYER IS SOLD AS-IS WHERE-IS WITHOUT WARRANTY. TO THE EXTENT ALLOWED BY APPLICABLE LAW, THERE ARE NO WARRANTIES EXPRESSED OR IMPLIED INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR OTHERWISE WHICH EXTEND BEYOND THOSE ON THE FACE HEREOF APPLICABLE TO THE EQUIPMENT OR GOODS. EXCEPT THE MANUFACTURERS EXPRESS WARRANTIES, IF ANY WHICH ARE THEIRS EXCLUSIVELY AND NOT THE SELLERS. SPECIFICALLY EXCLUDED, BUT NOT LIMITED TO, IS ANY RESPONSIBILITY OF THE SELLER TO PRESENT A CERTIFICATE OF INSPECTION WHICH MAY BE REQUIRED BY THE MUNICIPALITY OF ANCHORAGE UNDER IT'S MUNICIPAL CODE SECTION 15.80.010, OR ANY AMENDMENTS THERETO, OR UNDER THE "ANCHORAGE I/M PROGRAM DESIGN DOCUMENT". DATED OCTOBER 15, 1994 AS AMENDED OR ITS "PRIVATE GARAGE OPTION". DATED MAY 3, 1984, OR ANY AMENDMENTS THERETO. THE BUYER HEREBY WARRANTS AND UNDERSTANDS THAT THE EQUIPMENT IS PURCHASED WITHOUT AN I/M CERTIFICATE OF INSPECTION, WHICH MAY BE LEGALLY REQUIRED, AND AGREES TO INDEMNIFY AND HOLD THE SELLER HARMLESS FROM ANY CLAIMS DEMAND OR LIABILITIES RESULTING THEREFROM.

BUYER _____ SELLER _____

VIN # _____ YEAR _____

MAKE/MODEL/COLOR _____

RECEIPT FOR THE ABOVE DESCRIBED VEHICLE

BUYER _____

ADDRESS _____

PHONE _____

AMOUNT PAID _____ DATE _____



City of Anchorage
Alaska

Municipality of Anchorage

Department of Health and Human Services

825 L Street

P.O. Box 196650 Anchorage, Alaska 99519-6650



November 4, 1994

GLACIER TOWING
P.O. BOX 231991
ANCHORAGE, AK 99523-1991

Dear Owner/Manager:

The Assembly approved an amendment to the I/M Program Design that allows you to sell an impounded vehicle without furnishing the buyer an I/M certificate or waiver. This exemption is contingent upon your compliance with Section 2.2.4 (b), which reads as follows:

"(b) Sellers of vehicles sold through an impound sale in accordance with Alaska Statute 28.10.502 or Anchorage Municipal Code 9.27.026 and 9.50.020 are exempt from the above I/M requirement provided:

- (1) Vehicles are sold without license plates and;
- (2) Buyers are informed that these vehicles cannot be registered by the Division of Motor Vehicles until each complies with current I/M requirements and qualifies for a valid certificate of inspection."

The I/M Program tracks these vehicles and needs documentation on which plates were destroyed. To date, we required a form to be filled out on each vehicle and the submission of all license plates to our office. With this new amendment, we will accept a statement from you on your business letterhead that lists each license plate number removed and certifies that the plates were destroyed and properly disposed of to prevent fraudulent use. The letter must be signed by the seller and submitted to the I/M program office no less than 7 days after the sale. Please send by mail or deliver by courier to:

Vehicle Inspection Program, 825 L Street Room 510, P. O. Box 196650, Anchorage, AK 99519-6650

The information required by Section 2.2.4 (2) for the buyer should be in writing, signed by both the seller and the buyer with a copy provided for each. You should inform the buyer of an impound vehicle that the vehicle may not be titled in their name without an I/M certificate or waiver. If the buyer wants to obtain title to the vehicle, an application for a Title Only I/M certificate is available at the I/M Program office. The fee for a title only certificate is \$10.00.

Please call Senior I/M Field Inspector Jeff Hamer at 343-6970 if you have any questions. Thank you for your cooperation.

Sincerely,

Christopher P. Beane
I/M Program Administrator

TONY KNOWLES, GOVERNOR

DEPT. OF ENVIRONMENTAL CONSERVATION
DIVISION OF ENVIRONMENTAL HEALTH
DIRECTOR'S OFFICE
555 CORDOVA STREET
ANCHORAGE, ALASKA 99501
<http://www.state.ak.us/dec/home.htm>

APR 25 1997

Telephone: (907) 269-7644

Fax: (907) 269-7654

E-mail: jadair@envircon.state.ak.us

March 25, 1997

The Honorable Norman Rokeberg
House of Representatives
Room 24, State Capitol
Juneau, AK 99801

Re: HB 222

Dear Representative Rokeberg:

Janet Seitz on your staff called me about the amendment to this bill that would not require an abandoned car be registered, only titled, if it was sold at public auction. She wanted to know what, if any, effects that amendment might have on the I/M program and on air quality.

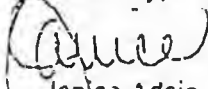
I talked with Chuck Hosack, deputy director of the Division of Motor Vehicles, as well as staff in our air program. As we read HB 222 with the Amendment #3, it will require the car be titled but not registered when sold at auction. You cannot register a car without the I/M certificate, but you can obtain a title.

As we understand the process, once the Municipality lays claim to a junked or abandoned vehicle, the vehicle becomes the property of the Municipality. The Municipality is not required to obtain a title to the car, nor is the contractor/towing company who may be used for auctioning it. Instead, the person who buys the vehicle at the public auction is the one responsible for getting title.

In order to get a title, the new owner will either need to get an I/M certificate, or he may get a "Title Only" waiver from the Municipality for the I/M certificate. With the I/M certificate, he can register the car and everything is fine. With the "Title Only" waiver, the car is not registered and cannot be driven. In fact, the Municipality will take the license plates away when it issues the "Title Only" waiver. Since an unregistered car cannot be driven, and a car cannot be registered without an I/M certificate, this bill should have no impact on air quality.

I hope this answers your questions. Please don't hesitate to contact me if you need anything further.

Sincerely,


Janice Adair
Director

cc: Michele Brown, Commissioner
Mike Conway, Acting Director, Air & Water Quality Division

Municipality of Anchorage



P.O. 196650
Anchorage, Alaska 99519-6650
Telephone: (907) 786-8277
Fax: (907) 561-1057

Rick Mystrom, Mayor

APR 03 1997

DEPARTMENT OF PUBLIC WORKS
Street Maintenance Division
(3500 E. Todd Road)

April 3, 1997

Representative Norm Rokeberg
Alaska State Legislature
State Capitol "MS 3100", Room 24
Juneau, AK 99801-1182

Re: Junk Vehicle House Bill

Dear Representative Rokeberg:

To reduce the costs of impounding and disposing of approximately 1000 abandoned, wrecked, or junk vehicles in the Municipality of Anchorage each year, we are seeking revisions to AS 28.11.020, 28.22.050 and 28.11.070. These revisions will provide the following benefits:

- Enable the Municipality to expedite removal of junk vehicles from streets and rights-of-ways by reducing the notice time to twenty-four hours rather than the current forty-eight hour requirement;
- The reduction of the holding time from thirty days to fifteen days will not only decrease the processing time for a junk vehicle, but will also provide additional economies for the program by reducing the size of holding yards for municipal contractors.
- The change to allow junk vehicles to be taken directly to a scrap processing yard will greatly assist in reducing the number of junk vehicles which are sold through auction and often re-deposited onto our streets and rights-of-ways.

The revisions proposed in this bill will save money, make municipal junk vehicle programs more effective, and help to make all of our roadways more attractive to our citizens and visitors. Thank you for sponsoring HB 222, "An Act Relating to Abandoned, Wrecked, or Junk Vehicles." This bill will help us manage the problem more effectively and efficiently.

Sincerely,

Everett L. Mabry

Everett L. Mabry
Manager

cc: Tim Rogers

worddraw/junkbill

MUNICIPALITY OF ANCHORAGE
1997 LEGISLATIVE PROGRAM

SUMMARY OF LEGISLATIVE ISSUES

Page
Reference

HIGHEST PRIORITY LEGISLATIVE ISSUES

- 2-3 Public Safety Program
- 2-5 Safe Communities Program
- 2-6 Economic Development – Global Logistics Industrial Park Infrastructure
- 2-7 Bill of Mandates Legislation or Constitutional Amendment

OTHER LEGISLATIVE ISSUES

- 2-9 Amend AS 29.65 to provide conveyance of isolated tracts
- 2-10 Economic Development – Reauthorize Alaska Regional Development Organizations (ARDOR's)
- 2-11 Abandoned Vehicles - AS 28.11.020, AS 28.04.050, and AS 28.11.070
- 2-14 Revision to Method of Imposition of Penalties for Minor Traffic Offenses and Operator's License Revocations - AS 28.15.191 & AS 28.40.050
- 2-16 Amendment to Worker's Compensation Statute - AS 23.30.015 Compensation when third persons are liable
- 2-20 Amend Public Employees Pension Plans to limit basis of computation of retirement benefits to base pay. Exclude overtime that inflates future pension benefits.