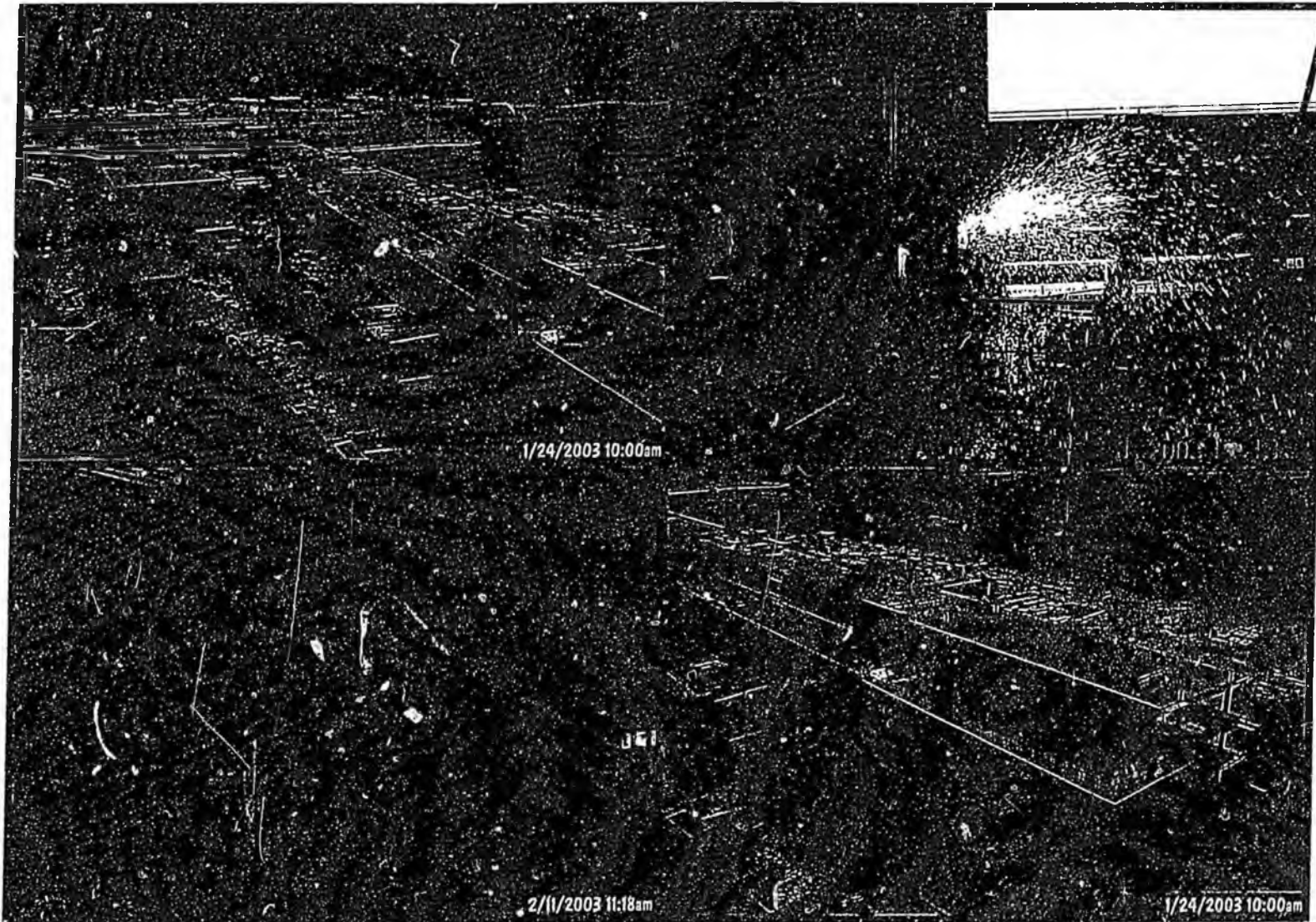


ALASKA LEGISLATURE COMMITTEE FILES, 2003-2004 8672

10728 HOUSE COMMUNITY & REGIONAL AFFAIRS

# Terminal Redevelopment Project Legislative Briefing March 2003



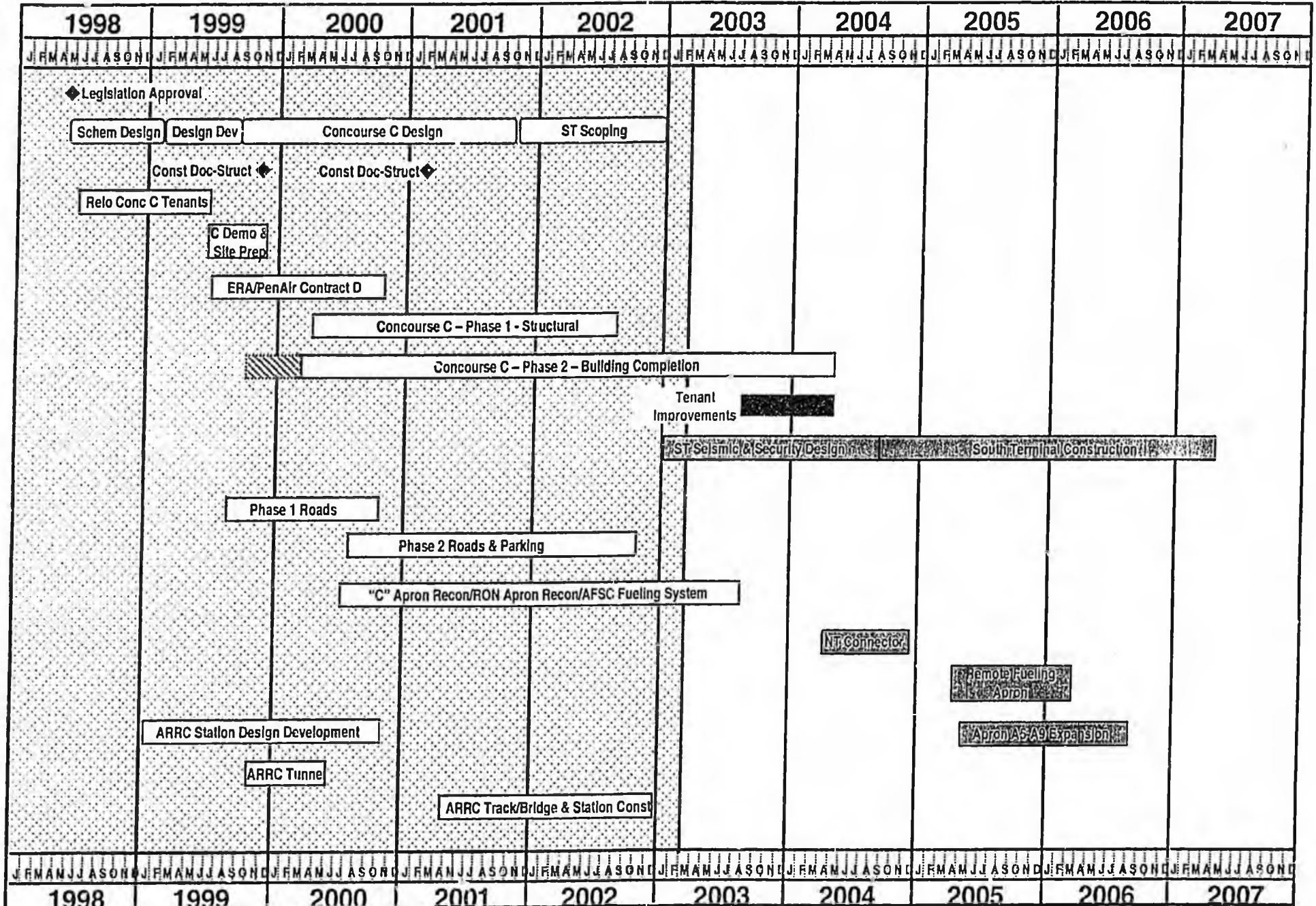
Anchorage Int'l Airport



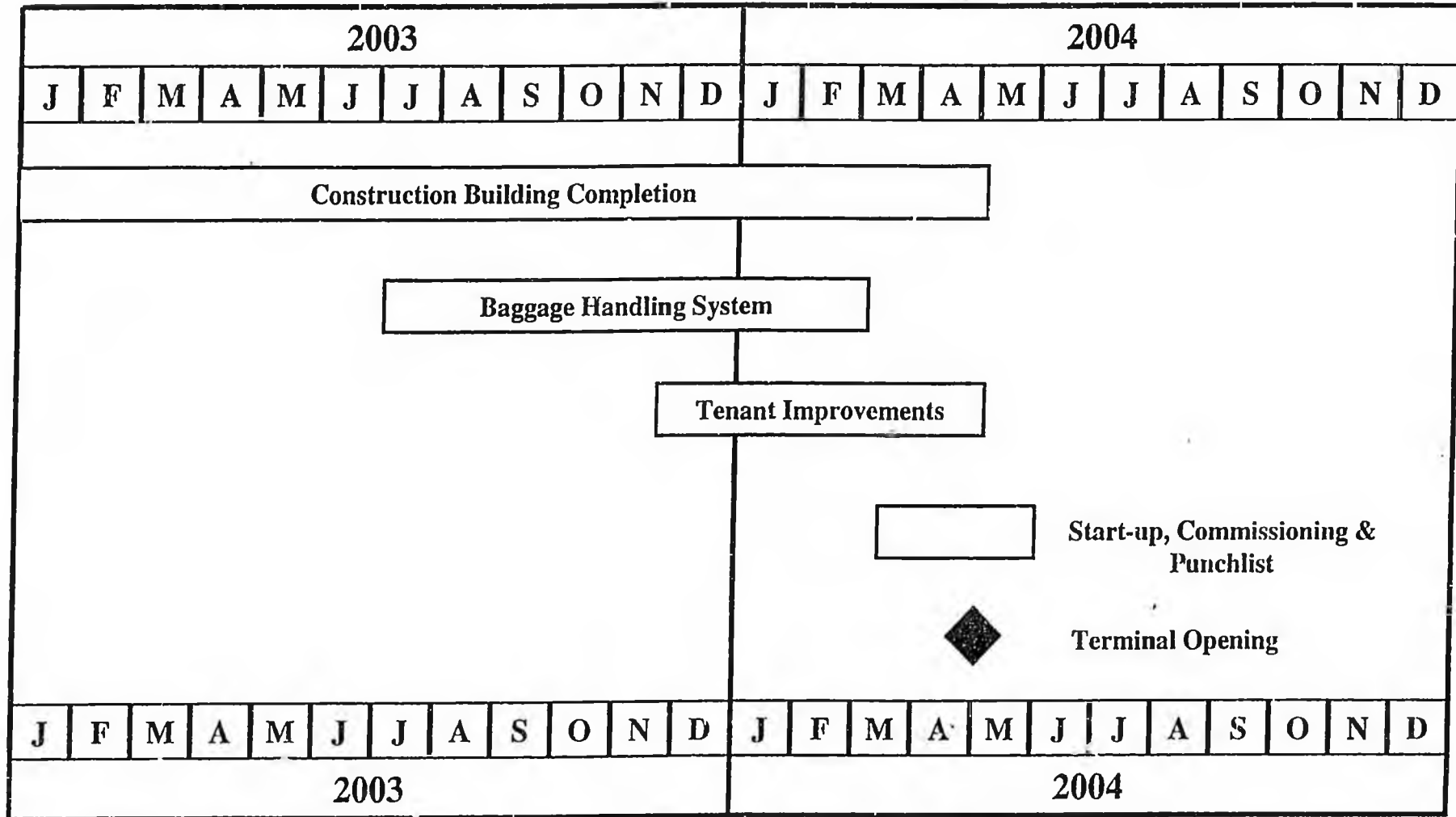
**Ted Stevens**  
**Anchorage International Airport**



# Summary Schedule



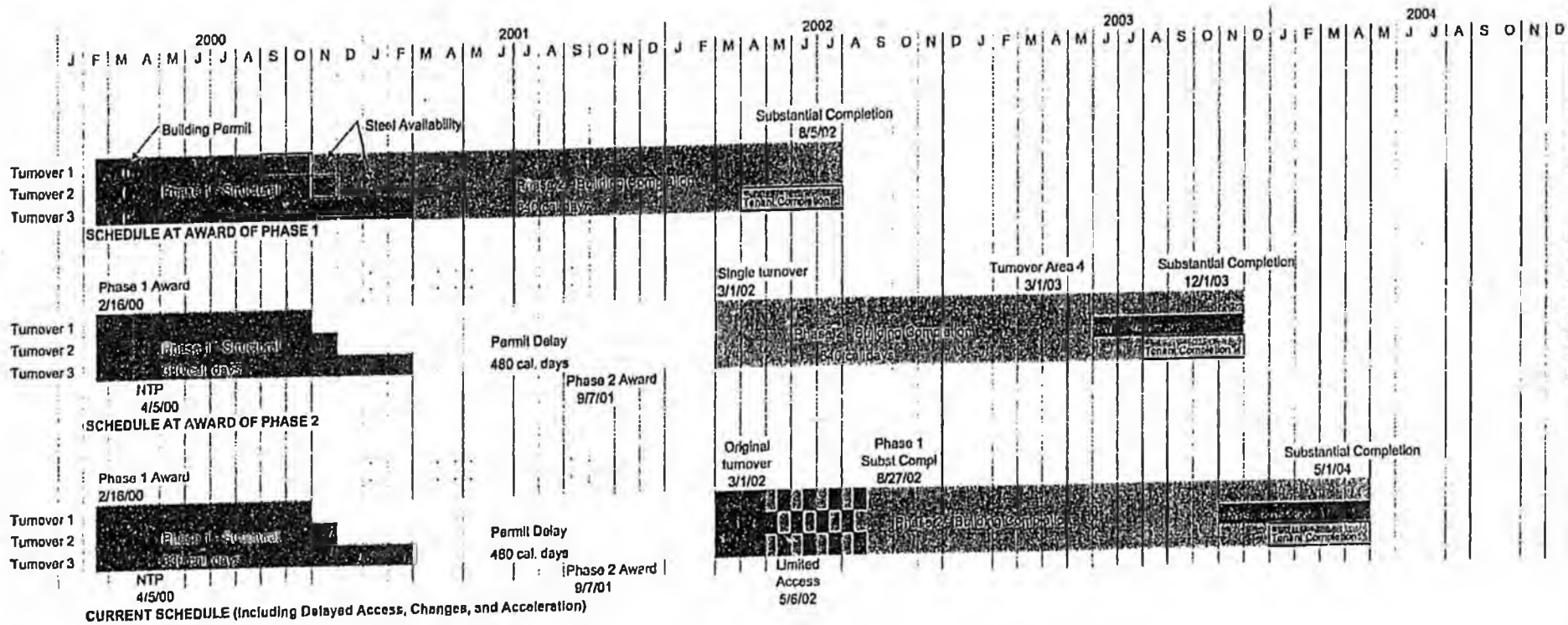
# Concourse C Completion Schedule



## *Concourse C – Permit Delays*

- **Building Permit application – 12/3/99.**
- **Anticipated Building Permit approval – 4/5/00.**
- **Actual Building Permit approval – 4/5/02.**

**ANC TERMINAL REDEVELOPMENT  
CONCOURSE C  
SCHEDULE  
PREPARED 10-30-02**



**Permit Related Costs**  
*(in million's)*

	<b><u>Feb 03</u></b>
<b>Construction</b>	<b>\$ 22.1m</b>
<b>Permit Review / Design</b>	<b>\$ 3.8m</b>
<b>Construction Management</b>	<b>\$ 3.6m</b>
<b>Project Administration / Legal</b>	<b><u>\$ 3.7m</u></b>
<b>Total</b>	<b>\$ 33.2m</b>



ALASKA

# JOURNAL

OF COMMERCE

Section B  
Alaska Oil & Gas  
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Week of March 30, 2003 • Vol. 27, No. 13

## Airport project \$150 million short

By Tim Bradner

*Alaska Journal of Commerce*

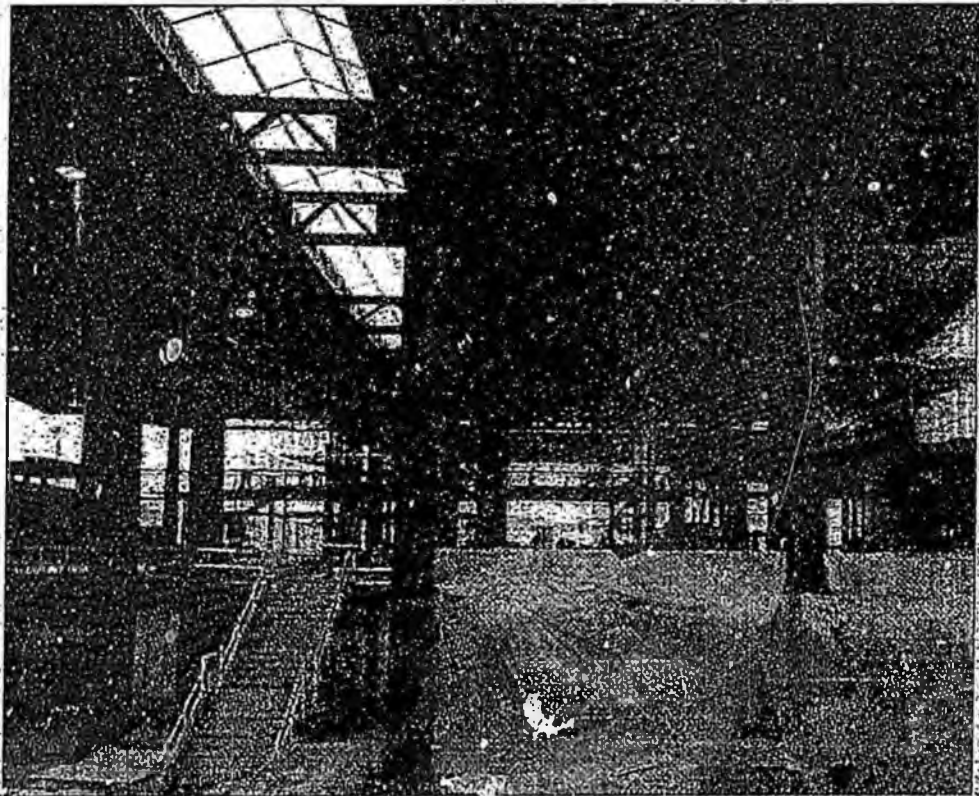
Construction managers of the Ted Stevens Anchorage International Airport terminal renovation project told state legislators they need another \$150 million and will run out of cash for the project by October unless the Legislature gives the state airport system authority to sell more bonds.

The airlines that use the airport will pay for the additional bonds, although they are recommending that some other airport capital projects be delayed, air carrier representatives told a joint meeting of the House and Senate Transportation committees March 13.

Three factors, two of them unexpected, have combined to push total costs of the airport's Concourse C demolition and reconstruction, and remodeling of the main south terminal to about \$400 million, according to Dave Eberle, manager of the project for the state Department of Transportation and Public Facilities.

One cost increase resulted early on during the Concourse C redesign when airlines told the airport they needed more room than they thought earlier. That resulted in a reconfiguration of the planned new structure, an addition of 86,000 square feet and \$22 million in extra cost.

The air carriers and the airport agreed to pay for that increase with interest earn-



PHOTO/COURTESY TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT

Permit delays and design changes have added \$150 million to the completion cost of the massive expansion at Ted Stevens Anchorage International Airport.

ings on revenue bonds sold for the project.

The next event was an unpleasant surprise, however. It came in January, 2000 when the Municipality of Anchorage rejected the airport's application for a building permit for the new Concourse C structure due to errors in the design, Eberle said. Unfortunately, the contractor had already

been hired and steel ordered.

After a year of intensive discussions and studies by engineers, agreements were reached that satisfied the city's requirements. Final approval took another year, after more engineering work and review of

*Continued on Page 8*

# New security requirements added to airport project delays

Continued from Page 1

the resubmitted applications.

The building permit was issued in May, 2002, two years later than it was originally expected.

The municipality had done piecemeal approvals for parts of the structure, which allowed some work to get under way, but the delay has added \$33 million to the project cost, Eberle said.

Then there were the events of Sept. 11, 2001. Following the terrorist attacks in New York and at the Pentagon, the federal government ordered new screening of passenger baggage. More space was needed for the baggage screening equipment.

The order came just as new contracts had been let for structural work. The designers had to, once again, revamp the plans. That added another \$18 million to \$23 million to the Concourse C project.

New security systems will also add approximately \$11 million to the main terminal remodeling, although the amount is still uncertain because the building configuration may have to change. The airport's total additional security costs due to the Sept. 11, 2001 attacks will probably reach \$50 million, and it's uncertain how much, if any, will be repaid by the federal govern-

ment, said Kip Knudsen, deputy commissioner for aviation for DOTPP.

The net result of all this is that \$176 million of \$250 million in available funds have been spent, with the project 54 percent complete. The project has been funded to date with proceeds from \$230 million in airport revenue bond sales, \$26 million in Federal Aviation Agency funds and \$20 million in interest earnings, according to the presentation made to legislators.

The airport needs another \$60 million this year to complete the Concourse C work and do engineering on the remodeling of the main South Terminal. Another \$100 million is needed next year to do the construction on the main south terminal remodeling, Eberle said.

As bad as all this sounds, the airlines using the airport will pay for the improvements, Knudson said. "The airport system will be able to sustain these increases," he said.

The airport system will ask the Legislature to increase the cap on airport debt by \$80 million to \$100 million this year, but the state's General Fund won't be tapped to pay for the bonds, Knudson said.

Cliff Argue, Alaska Airlines

vice president for facilities and chairman of the airline operating committee for the airport, agreed with Knudsen. "The airlines are on the hook to make up the shortfall," he said.

"The bonds that have been issued are revenue, not general obligation, bonds. Under the new airline operating agreement, the carriers agreed to support the capital improvement plan," Argue said.

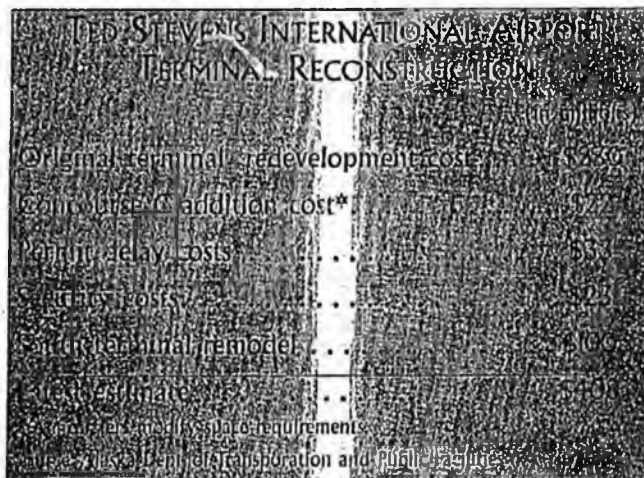
He urged that the state's priorities should be to get the project done, to cancel or delay some other airport capital projects and to issue more revenue bonds to cover the remaining costs. The airlines propose that \$67 million in other capital projects be delayed or cancelled, Argue said. The airport system has not yet agreed to the list, and Argue did not identify what the projects are.

Knudson said the long-range outlook for the airport system, which includes the Fairbanks as well as Anchorage international airports, is still positive. Air cargo is growing 4 percent annually and although passenger enplanements are down they are still up 1.8 percent in recent years. "In a few years, with the enlarged terminal will be operating at full capacity," he told the transportation committees.

Argue said the airlines' outlook isn't all that rosy. On a national basis the industry is in tough shape, with heavy losses, he said. Costs are now a major concern for carriers, among them airport costs.

While the terminal project must go forward, the carriers are talking with the airport system on whether cost reductions can be made in other areas.

Sen. Tom Wagoner, R-Kenai,



CLIFF/DAVE BRACK

asked Eberle if it was typical for the state to hire a contractor and order materials before a construction permit was obtained. "I've been in the commercial construction business, and we would never start work until we got the permit," he said.

Eberle said in some cases it is done, and in this case there had been consultations with the municipality before the permit applications were submitted and there were no indications of problems.

Senate Transportation Committee Chairman John Cowdory, R-Anchorage, a former contractor, acknowledged that the municipality commonly allows parts of projects to proceed, such as foundation work, because of seasonal constraints on the construction industry.

Eberle said it had been expected that the municipality would issue the Concourse C permit in about 70 days, but the municipal engineers discovered some errors in assumptions on earthquake structural stress made by the consulting engineers on the project.

Once those mistakes were found, the municipality started digging into the application and

asking questions about modeling work that had been done, he said. "A lot of our time was spent debating interpretations of the building code," Eberle said.

Rep. Norm Rokeberg, R-Anchorage, asked about errors and omissions regarding insurance coverage for the project. Eberle replied that the state has \$10 million in coverage and that the insurance company has been notified that a claim will be filed.

The engineering consultant may have additional coverage but what the state might recover from that is up to the Department of Law, Eberle said.

## Coal trains may return to Seward

Continued from Page 7

not putting a lot of hope in a revived coal export operation.

"We are cautiously optimistic that there is a possibility of a return to coal export service," Flynn said. "But we're not banking on it."

In the meantime, Alaska Rail-

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# STATE OF ALASKA

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

FRANK H. MURKOWSKI, GOVERNOR

3132 CHANNEL DRIVE  
JUNEAU, ALASKA 99801-7898

TEXT: (907) 465-3652  
FAX: (907) 586-8365  
PHONE: (907) 465-3900

VIA FACSIMILE 465-2040

March 28, 2003

The Honorable Norman Rokeberg  
Alaska State Legislature  
State Capitol  
Juneau, AK 99801-1182

Dear Representative Rokeberg:

Here are some examples where various permitting and code requirements have had an impact on our various projects. We have included the total project costs.

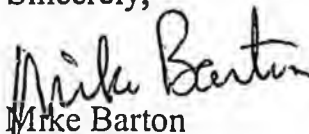
1. On the Anchorage International Airport (ANC) Concourse B Hex Heating Ventilation and Air Conditioning Upgrade Project, a difference in code interpretation by MOA building inspector added an additional cost to the project of approximately \$25,000. The total project amount is \$360,000.
2. On the ANC Lighting Vault project, additional reviews by Anchorage Waste Water and Utilities in issuing waterline permit added costs to the project of about \$40,000. The total project amount is \$2,250,000.
3. On the Public Health Lab Project, a delay in issuing building permit caused a delay of 51 days of contract time costing about \$32,000. The total project amount is \$12,000,000.
4. On the ANC Warehouse Project MOA Planning and Zoning permit required landscaping at the warehouse despite being advised that the vegetation would not survive due to the close proximity of a snow dump. The landscaping vegetation died shortly after planting, which cost about \$20,000. The total project amount is \$3,000,000.
5. On the ANC Airport North Terminal Baggage Addition project, delays in design and advertising for construction due to the Urban Design Commission's lack of a quorum resulted in a five month delay and loss of construction season with the estimated cost about \$100,000. The total project amount is \$3,100,000.

DOT/PF Examples

6. On the ANC Terminal Redevelopment project, the New Concourse C project had a 2 year delay in securing building permits due to design problems. Construction was delayed by approximately 20 months at a cost impact of approximately \$33 million. (Note: Although the permit delays primarily resulted from design errors and omissions, the state had virtually no control over the MOA permitting process to bring additional manpower resources or expedite the review or the decision making. Legislative Audit No. 25-30013-02 dated May 7, 2002 provides a recommended statute change that would enable the state to take control of the code review process through use of a third party. This would enable the state to bring sufficient resources to expedite the design review, determine code compliance and resolve non-compliance issues.). The cost impact is unknown. The total project amount is \$100,000,000.
7. On the Dowling Road (total project amount is \$12,300,000.) and Old Seward Highway Projects (total project amount is \$8,800,000.), the utility and construction work on the city side streets was held up because of the lack of a permit. On the Old Seward Highway the MOA Right of Way permit delayed installing storm drain to the Sedimentation Basin on Campbell Creek via 64th Ave, which is a MOA right of way. Costs impacts are unknown.
8. The Talkeetna Spur Rehabilitation project advertising was held up while waiting for a flood hazard permit from the Mat-Su Borough. The total project amount is \$5,500,000. Cost impacts are unknown.
9. Lack of an MOA noise permit can shut down work during our short summer construction season. Costs impacts are unknown.
10. On the Haines Ferry Terminal Improvement Project, we worked closely with the city to develop the project and had agreement with them over the scope of work. The scope of the project impacted an adjacent property owner. The Corp of Engineers (COE) issued a permit based on their evaluation of the impacts and the Attorney General (AG) issued an opinion that riparian rights were not violated. The adjacent landowner wrote several letters to political officials but the item that made us cancel the advertised project was the city's declaration that we did not receive a local planning permit. The AG advised the city that their ordinances did not require us to secure a permit but they refused to budge. Additional cost is \$303,894. The total project amount is \$2,139,000.

Please call me if I can be of further assistance.

Sincerely,

  
Mike Barton  
Commissioner



**CITY OF FAIRBANKS**  
*Steve M. Thompson, Mayor*

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

*Attn: Representative Carl Morgan*

April 24, 2003

**FAXED**  
04/24/03

**VIA FACSIMILE: (907) 455-3871**

Senator Con Bunde  
Chairman Senate Labor and Commerce Committee  
State Capital Room 506  
Juneau, Alaska 99801-1182

Re: SB 180 Safety Code Task Force

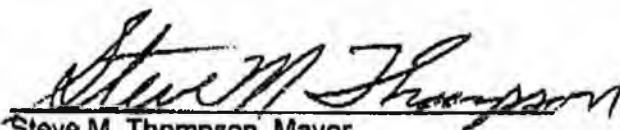
Dear Senator Bunde:

The City of Fairbanks has reviewed Senate Bill 180 wherein the purpose of said bill is to establish a task force for the purpose of reviewing and reevaluating available published safety codes. While we concur with the spirit and purpose of the Senate Bill, we respectfully disagree with its composition. More accurately we believe that municipal participation should be included on the task force. A representative from a full service building or fire department should be a standing member of the task force. If the task force is to reach an equitable solution and provide a meaningful recommendation to the legislature it is essential that personnel who provide daily plan review and inspections for municipal code compliance be provided an opportunity to engage in this important decision. To do otherwise, would exclude valuable expertise and insight.

We also request that any appointment to the task force not result in duplicate representation. Please feel free to contact me if you have any questions. We look forward to hearing from you and the committee.

Sincerely,

CITY OF FAIRBANKS

  
Steve M. Thompson, Mayor

CC: City Council  
Interior Delegation  
Steve Shuttleworth  
Code Review commission  
File

HB

288



# ALASKA STATE LEGISLATURE

*Interim:*

600 East Railroad Avenue  
Wasilla, Alaska 99654  
(907) 373-1842  
Fax (907) 373-4729



*Session:*

State Capitol Building  
Juneau, Alaska 99801-1182  
(907) 465-2186  
Fax (907) 465-3818

REPRESENTATIVE VIC KOHRING  
DISTRICT 14

## SPONSOR STATEMENT

### CS for House Bill 288

#### **“Changing the name of the Department of Community & Economic Development”**

Confusion exists as to the actual mission of the Department of Community & Economic Development (DCEd) on whether Alaska has an agency that is tasked with promoting commerce and economic development. It has somewhat complicated efforts to attract investment to the state.

Governor Murkowski, in his State of the State speech in January, announced his administration was now referring to the department as the “Department of Commerce” (short, for the Department of Commerce & Economic Development).

The Committee Substitute for House Bill 288 officially renames DCEd to the Department of *Commerce* and Economic Development. I believe the name change more closely reflects its mission. That is, to further commerce and develop Alaska’s economy.

Further, the name change more correctly reflects the goals and strategies of the department, such as promoting local economic development and crucial infrastructure, marketing Alaska’s goods and services throughout the world, organizing and conducting business trade missions to expand product sales in current markets and develop new markets, and facilitating the exchange of information between Alaska exporters and potential customers.

Lastly, by adding the name “Commerce” into the title, it becomes consistent with numerous other states, including Utah, Montana, Idaho, and North Dakota and South Dakota.

# ALASKA STATE LEGISLATURE

*Interim:*  
600 East Railroad Avenue  
Wasilla, Alaska 99654  
(907) 373-1842  
Fax (907) 373-4729



*Session:*  
State Capitol Building  
Juneau, Alaska 99801-1182  
(907) 465-2186  
Fax (907) 465-3818

**REPRESENTATIVE VIC KOHRING**  
**DISTRICT 14**

## SECTIONAL ANALYSIS

### HB 288

#### **Changing the name of the Department of Community and Economic Development**

**Section 1.** States that the purpose of the Act is to change the name of the Department of Community and Economic Development to the Department of Commerce and Economic Development.

**Section 2.** Changes the name of the Department of Community and Economic Development to the Department of Commerce and Economic Development.

**Section 3.** Instructs the revisor of statutes and the regulations attorney to amend the Alaska Statutes and the Alaska Administrative Code to change the name of the Department of Community and Economic Development to the Department of Commerce and Economic Development and to change the Commissioner of Community and Economic Development to the Commissioner of Commerce and Economic Development.

# FISCAL NOTE

STATE OF ALASKA  
2003 LEGISLATIVE SESSION

Fiscal Note Number: \_\_\_\_\_  
Bill Version: HB 288  
( ) Publish Date: \_\_\_\_\_

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: DCED  
Title Changing Name of Dept of Comm & Econ. Dev. BRU Executive Admin (119)  
Component Commissioner's Office  
Sponsor Representative Kohring  
Requester House State Affairs Component No. 1027

**Expenditures/Revenues** (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
-----------------------------	--	--	--	--	--	--

<b>CHANGE IN REVENUES ( )</b>						
-------------------------------	--	--	--	--	--	--

**FUND SOURCE** (Thousands of Dollars)

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

Estimate of any current year (FY2003) cost: 0.0  
Mark this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

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

This bill changes the name of the Department of Community and Economic Development to the Department of Commerce. The department will implement the change to the new name as supplies need to be replenished; therefore, no new funds are required to implement this bill.

Prepared by: Tom Lawson, Director Phone 907-465-2506  
Division: Administrative Services Date/Time 4/30/03 3:03 PM  
Approved by: Edgar Blatchford, Commissioner Date 4/30/2003  
Agency: Department of Community & Economic Development

Frank H. Murkowski, Governor



**Office of the Commissioner**

P.O. Box 110800, Juneau, AK 99811-0800

Telephone: (907) 465-2500 • Fax: (907) 465-5442 • Text Telephone: (907) 465-5437

Email: [questions@dced.state.ak.us](mailto:questions@dced.state.ak.us) • Website: [www.dced.state.ak.us/](http://www.dced.state.ak.us/)

07 May 2003

The Honorable Vic Kohring  
House of Representatives  
Alaska State Capitol, Room 24  
Juneau, AK 99811

RE: Support of HB 288 – Name Change for the Department of Community and Economic Development

Dear Representative Kohring;

Thank you for introducing House Bill 288 - Name Change for the Department of Community and Economic Development. The administration supports changing the name of the Department of Community and Economic Development to the Department of Commerce and Economic Development.

In the coming years, our mineral, oil and gas resources will become a stronger element in the health of the state's economy. The new title of the Alaska Department of Commerce and Economic Development implies that the economic growth of the state will improve living conditions for all individuals. As our commercial interests grow stronger, there will be more opportunities for Alaskans to receive training to engage in the spectrum of jobs that will become available.

This name change will communicate to international business partners that Alaska is serious and focused on development. The government to government message will be crisp and clear. Alaska is intent on being an honorable and competent player in the commercial system of the world. The Department will serve as a liaison between private sector business, state and local government and the people across the state of Alaska. It will focus on both local and external commercial conditions, and will assist the communities to participate in the associated economic activity.

As we commercialize Alaska's resources and move toward utilization of emerging routes to global markets, the Alaska Department of Commerce and Economic Development will send a clear message to the world. Thank you for your support in helping accomplish this change.

Sincerely,

A handwritten signature in black ink that reads "Ed. Blatchford".

Edgar Blatchford  
Commissioner



May 7, 2003


Representative Vic Kohring  
Alaska State Legislature  
State Capital (MS 3100)  
Juneau, Alaska 99801-1182

Dear Representative Kohring:

The purpose of this letter is to express AEDC's support for HB 288 'Changing the Name of the Department of Community and Economic Development' to the Department of Commerce and Economic Development. The name change seems to more accurately reflect the mission of the Department. Substituting the word "commerce" should also provide clearer direction to those parties interested in contacting state government about doing business in the state.

If you have any questions, please don't hesitate to call me at (907) 258-3700.

Sincerely,

  
Larry Crawford  
President & CEO, AEDC



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- Department of Commerce (ID)
- Department of Commerce and Community Affairs (IL)
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- Department of Commerce (MN)
- Department of Commerce (MT)
- Department of Commerce (NC)
- Department of Commerce: Employment Security Commission (NC)
- Department of Commerce (ND)
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HB

308





# FISCAL NOTE

**STATE OF ALASKA**  
**2004 LEGISLATIVE SESSION**

Fiscal Note Number: \_\_\_\_\_  
 Bill Version: H.B. 308  
 ( ) Publish Date: \_\_\_\_\_

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: Fish & Game  
 Title Exchange Public Land for Stream RDU Sport Fisheries  
Bank Land Component S.F. Special Projects  
 Sponsor Representative Gara  
 Requester House Community & Regional Affairs Component No. 465

**Expenditures/Revenues** (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Personal Services	36.0	36.0	36.0	36.0	36.0	36.0
Travel	5.0	5.0	5.0	5.0	5.0	5.0
Contractual	5.0	5.0	5.0	5.0	5.0	5.0
Supplies	4.0	4.0	4.0	4.0	4.0	4.0
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>

<b>CAPITAL EXPENDITURES</b>						
-----------------------------	--	--	--	--	--	--

<b>CHANGE IN REVENUES ( )</b>						
-------------------------------	--	--	--	--	--	--

**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Fish and Game Fund)	50.0	50.0	50.0	50.0	50.0	50.0
<b>TOTAL</b>	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>

Estimate of any current year (FY2004) cost: 0.0

Check this box (X) if funding for this bill is included in the Governor's FY 2005 budget proposal:

**POSITIONS**

Full-time	1	1	1	1	1	1
Part-time						
Temporary						

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

This bill requires ADF&G to identify private undeveloped lands along streams within five miles of a public road that support "significant numbers" or "significant size" of sport fish where enhanced public access is desirable. The department would classify each parcel based on the desirability of acquisition to improve access. This will require research and review of land status and field site visits within identified river corridors. For this note, we assume we will do one river corridor per year. To accomplish this, we will hire a new seasonal 5 month HBII to conduct the land status reviews and field site visits and fund 2 months of an existing Cartographer to prepare the maps. Lines 200-500 provide support to these positions. Section 2 of the bill then requires DNR to take the classified list and pursue possible land exchanges.

Prepared by: Kelly Hepler, Director Phone 267-2195  
 Division: Sport Fish Date/Time 3/3/04 2:21 PM  
 Approved by: Kevin Duffy, Commissioner Date 3/3/2004  
 Agency: Alaska Department of Fish and Game

**FISCAL NOTE**

**STATE OF ALASKA  
2004 LEGISLATIVE SESSION**

**BILL NO. H.B. 308**

**ANALYSIS CONTINUATION**

This fiscal note assumes that ADF&G will be responsible for the identification of undeveloped privately owned land that abuts rivers and streams that can support a use fishery within five miles of a public road.

# LEGAL SERVICES

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

(907) 465-3867 or 465-2450  
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State Capitol  
Juneau, Alaska 99801-1182  
Deliveries to: 129 6th St., Rm. 329

## MEMORANDUM

February 20, 2004

**SUBJECT:** Sectional Summary of HB 308 (Work Order No. 23-LS0594\D)

**TO:** Representative Les Gara  
Attn: Ryan

**FROM:** Kathryn Kurtz *KK*  
Legislative Counsel

**Section 1.** Requires the commissioner to identify undeveloped privately owned land along rivers and streams that support sport fish in significant numbers or of significant size, beginning with those parcels along rivers and streams that are within five miles walking distance of a public road.

**Section 2.** Requires the commissioner to try to exchange public land for the private land identified in section 1, and specifies a list of priority areas for exchanges.

KLK:med  
04-214.med

# ALASKA STATE HOUSE OF REPRESENTATIVES

Representative Carl Morgan, Chair  
Representative Kelly Wolf, Vice Chair  
Representative Tom Anderson  
Representative Ralph Samuels  
Representative Pete Kott  
Representative Sharon Cissna  
Representative Albert Kookesh



Alaska State Capital, Room 408  
Juneau, AK 99801-1182  
Telephone: (907) 465-3882  
Fax: (907) 465-4527  
representative\_carl\_morgan@legis.state.ak.us

## HOUSE COMMITTEE ON COMMUNITY AND REGIONAL AFFAIRS Representative Carl Morgan, Chair

**AGENDA**  
State Capital 124  
April 6, 2004  
9:00 am – 10:00 am

- Call to Order
- HB 308 Exchange Public Land for Stream Bank Land
- Next meeting is **Thursday April 15th**
- Adjourn

# ALASKA STATE LEGISLATURE



REPRESENTATIVE LES GARA

## **HB 308: Streambank Land Exchange**

Alaska's rivers are a treasured resource for fishermen, boaters, hunters, hikers, and people of all walks of life. We need to protect the public's access to them. House Bill 308 aims to ensure future public access to Alaska's fishing streams by putting in place a mechanism for voluntary land trade deals between the State and private owners along important recreational rivers. The program would be facilitated by the Department of Natural Resources and would be completely voluntary. It would not take land away from citizens who don't want to trade for other public land of equal value.

There are currently large stretches of private land on streams such as the Anchor River, Deep Creek, Parks Highway Streams, the Salcha River and others throughout the state. Today the public uses these streams, and has access to them. Once they're developed, we'll never be able to afford to get them back. In Montana, for example, fishermen have to pay for public access to some rivers. One hundred eighty miles of the Missouri River have been lost to public access, and that state now budgets \$300,000 per year to buy back parcels of riverbank land.

HB308 will help insure that unparalleled recreational opportunities in our vibrant river corridors remain accessible, for our own and for future generations.

HB

387

# *Alaska State Legislature*

**SESSION ADDRESS:**  
Alaska State Capitol  
Juneau, Alaska 99801  
Phone: (907) 465-3743  
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Fax: (907) 465-2381

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600 E Railroad Avenue  
Wasilla, AK 99654  
Phone : 907-376-2679  
Fax: (907) 373-4745

## **Representative Carl Gatto**

January 29, 2004

To: Representative Morgan  
RE: HB 387 – Increase fine for school zone violations

---

Dear Representative Morgan,

May I officially request that you schedule HB 387 for hearing before your committee at your earliest convenience?

Enclosed are:

- 1) Sponsor Statement
- 2) Text of HB 387
- 3) Supporting documentation

Thank you for your time and consideration.

Alaska State Capitol, Room 411 • Juneau, Alaska 99801  
Chairman – House Special Committee on Education  
Vice-Chair – Labor and Commerce Committee  
Vice-Chair – Health Education and Social Services Committee  
(907) 465-3743 phone • (907) 465-2381 fax

Representative\_Carl\_Gatto@legis.state.ak.us

# *Alaska State Legislature*

**SESSION ADDRESS:**  
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## **Representative Carl Gatto**

### **SPONSOR STATEMENT**

HOUSE BILL 387

"AN ACT RELATING TO FINES FOR OFFENSES COMMITTED WITHIN SCHOOL ZONES."

HB 387 doubles the fine assessed for motor vehicle or traffic offenses committed in a school zone. This bill mirrors a law passed by the Alaska State Legislature in 1998, which doubled the fine for violations committed in a highway work zone.

Doubling fines in school zones serves several purposes; it increases public awareness of the need for increased school zone safety, confirms our commitment to student safety, and serves as a further deterrent to motor vehicle violations in school zones.

Due to the particular difficulties presented by Alaska's climate walking to school and in school zones can be dangerous for students. This bill attempts to mitigate this risk to students through the deterrent effect of increased fines.

Please join me in protecting our children by endorsing and passing House Bill 387.



## FAIRBANKS NORTH STAR BOROUGH SCHOOL DISTRICT

520 Fifth Avenue

Fairbanks, Alaska 99701-4756

(907) 452-2000

www.northstar.k12.ak.us

January 23, 2004

The Honorable Gary Wilken  
Alaskan Senate  
State Capitol Building  
Juneau, Alaska 99801-1182

Dear Senator Wilken:

It has been brought to my attention that you are sponsoring legislation that would address fines for offenses committed within school zones through SB244, specifically a fine or bail would in essence double if committed within a school zone.

As superintendent of an urban school system, I wholeheartedly support this concept. Approximately two-thirds of our 15,000 students walk to school each day. The majority of our school year these children walk in dark conditions, oftentimes without the advantage of streetlights or sidewalks while their visibility may be hindered because of being dressed in winter gear. As you can imagine, our younger students may forget traffic safety when they get excited as they see their friends close to the school grounds. We do what we can for safety by hiring crossing guards, teaching traffic safety, sewing reflective tape on outer wear, etc., but alerting drivers about higher traffic fines in school zones cannot hurt and would be one more measure of safety.

I believe it is a good idea to bring to the forefront that drivers need to obey the traffic speeds in school zones or pay double the consequence. This has been the case in other states and I am proud that Alaska is willing to make this worthwhile step in the protection of our youngsters.

Please count me as a supporter of SB244.

Respectfully submitted,

Ann E. Shortt, Ed. D.  
Superintendent of Schools  
/plh

NewsBank InfoWeb

**Anchorage Daily News (AK)**

Anchorage Daily News (AK)

October 24, 2003

**Street safety gets closer look**

**LAKE OTIS: Officials seek long-term solutions to keep kids and cars apart.**

Author: TATABOLINE BRANT  
Anchorage Daily News  
Staff

Edition: Final  
Section: Alaska  
Page: B1

Estimated printed pages: 3

Article Text:

Steps have been taken to make things safer for kids who need to get across Lake Otis Parkway to school, but city and Anchorage School District officials said Thursday they are still investigating longer-term safety measures.

Getting kids across the street safely has long been a concern at Hanshew Middle School and Spring Hill Elementary, which sit side by side on Lake Otis, a busy four-lane road with a posted speed limit of 45 mph.

Those concerns were pushed to the forefront of public discussion earlier this month when a 13-year-old Hanshew girl was hit by a van while trying to cross Lake Otis on her way to school. Kimberly Osborn died from her injuries a few days after the accident.

Since Osborn's death, city officials have erected more than a dozen no-pedestrian-crossing signs along Lake Otis between O'Malley and Abbott roads, where the two schools are. The signs direct pedestrians to an under-road tunnel between the schools.

School officials have long encouraged students to take the tunnel to school or ride the bus, even if they live just across the street. But since Osborn's death, several parents have said they don't think the tunnel is safe for kids either.

Siegfried Kirchner, whose son used to attend Hanshew, recently wrote to Mayor Mark Begich that the tunnel "is a filthy, dimly lit invitation for encounters of the worst kind. It is precisely the kind of place that women and children should avoid."

City traffic engineer Glenda Radvansky and district transportation director Steve Kalmes said Thursday that steps are being taken to make the tunnel safer. Cages have been put over the lights to protect them

from vandals, Radvansky said, and the lights are now on 24 hours a day. In addition, two streetlights are going to be erected at each end of the tunnel, she said.

"It's definitely not going to be dark in there."

The city also is going to look at drainage issues in the tunnel, Radvansky said. The tunnel gets filled with water in spring and snow in winter.

The district also has temporarily stationed adults along Lake Otis before and after school hours to watch for jaywalkers and encourage kids to take the tunnel.

Several parents are clamoring for crosswalks, stoplights and a speed reduction along Lake Otis, but a group of city, district and state transportation officials that met Thursday said they do not favor the idea.

The Hazardous Transportation Committee did not rule out the idea of crosswalks and lights but strongly favored keeping the kids off the street altogether -- the district's approach thus far.

The stretch of Lake Otis in which some people want the changes is more than a mile long, officials said. Getting every driver to slow to 25 mph for that long of a stretch, on a road that's built for higher speeds, is going to be next to impossible, they said.

"As comforting as a school zone sounds, it's not going to give you the amount of protection you think it is," said Gary Apperson, a recently retired police sergeant. All it will take is one driver on a cell phone in a pickup and you could have another dead child, he said.

About 460 drivers were cited for speeding in school zones in 2002, according to the Anchorage Police Department's Annual Statistical Report. But police officials said Thursday they can't catch or deter all the speeders, even when they do stings for days at a time.

"The size of the problem is huge," said Mark Mew, the district's security director and a former deputy police chief at APD.

The other problem with crosswalks on Lake Otis is that the road is neither straight nor flat, which could leave even the best drivers with little time to respond.

Still, the committee seemed to agree that more needs to be done to prevent kids from darting across Lake Otis -- a growing problem since two new subdivisions went up on Lake Otis near O'Malley, some distance away from the under-road tunnel.

Radvansky said she was going to look into the feasibility of an overpass, the most expensive idea so far. Other ideas discussed at the meeting included erecting fences to keep kids off the street, increasing lighting on the streets, putting up speed reader boxes and hiring attendants to watch students during the beginning and end of the school day.

"There's not going to be a magic bullet," Apperson said. "It's going to be a combination of things, including having parents work with their kids."

The district plans to discuss the ideas with parents at a meeting at Hanshew at 7 p.m. Tuesday, Kalmes said. That feedback will be relayed to the Hazardous Transportation Committee, which plans to meet again in November to further discuss the options.



NewsBank InfoWeb

**Anchorage Daily News (AK)**

Anchorage Daily News (AK)

October 14, 2003

**District looks for safer crossing  
Girl's death, complaints spur new look at old policy  
STUDENTS BRAVE LAKE OTIS TRAFFIC**

Author: TATABOLINE BRANT  
Anchorage Daily News  
Staff

Edition: Final  
Section: Main  
Page: A1

Estimated printed pages: 4

Article Text:

The death of a 13-year-old student who was hit by a van, and complaints about other kids darting into traffic have city and School District officials trying to find safer ways for students to get to two schools on Lake Otis Parkway.

Traffic has long been a thorny issue for Spring Hill Elementary and Hanshew Middle School, which sit side by side on Lake Otis, a busy arterial road with four lanes of traffic in two directions and a posted speed limit of 45 mph.

Last Monday, Kimberly Osborn tried to cross Lake Otis to get to Hanshew and was hit by a van whose driver didn't see her until it was too late. She died two days later.

As school officials try to figure out what they can do to prevent a similar accident, some parents are questioning why the officials didn't act sooner.

"The speed limit is way too high," said Baron Davis, whose 6-year-old daughter attends Spring Hill. "Cars go faster than 50 miles per hour down that road. I've caught a school bus going 50 miles per hour."

The district says it has tried numerous approaches to get kids safely from one side of Lake Otis to the other, including encouraging them to take a pedestrian tunnel and authorizing bus stops for students who live right across the street. The district has been reluctant to put in school crossing signs and crosswalks because officials don't want to encourage students to cross Lake Otis, said Steve Kalmes, the district's director of transportation services.

"It's a very sticky question," Kalmes said. "The problem with school zones is that people in this community don't pay any attention to them. It's criminal the disregard for school zones in this

community. ... Our position has been let's do whatever we can to protect the students."

But new housing developments along Lake Otis have led to more kids trying to cross the road, and Superintendent Carol Comeau said Monday that the district may now have to rethink that long-held stance.

"That's the big challenge for us," Comeau said. "We do not want kids to cross Lake Otis. But on the same token, I think we need to recognize that there are two schools across the street from these subdivisions."

The area in front of Hanshew Middle School and Spring Hill Elementary does not look like a school zone. The schools are set back from the road, and there are few signs to let drivers know there could be children nearby. The speed limit is 45 mph, and there are no crosswalks to break up the mile-long stretch of Lake Otis between O'Malley and Abbott roads.

According to Kalmes, a pedestrian tunnel was built under Lake Otis in the early 1990s. But from the beginning it was a struggle to get kids to use the tunnel, said Comeau, who used to be principal at Spring Hill.

"It was a constant battle," she said. Vandals often knocked out lights in the tunnel, and the passage would fill up with water in spring and snow in winter, she said.

The effort to get kids to use the tunnel was compounded in recent years when new subdivisions went in on Lake Otis near O'Malley. The tunnel is closer to Abbott, and students in the new subdivisions took to darting across Lake Otis instead of making the longer walk to school via the tunnel.

The district received several complaints about this about two years ago, Kalmes said, and after observing the jaywalking, they authorized bus stops for the students.

But the bus rides sometimes last 15 to 20 minutes, said Comeau and K.P. Targe, president of the Hanshew Parent Teacher Student Association. "A lot of the kids don't want to ride the bus," Comeau said.

Parents and drivers have voiced concerns about traffic near the schools for years.

Davis, the father of the 6-year-old Spring Hill student, said he wrote to Anchorage Assembly members about a month before Osborn was killed, suggesting that the speed limit in front of the schools be reduced. He said he got a cool response. They said, "Well, we've got this tunnel," Davis said in a telephone interview Monday.

"It seems like everybody is pointing at the kids," he said. "It's the adults that are creating the environment."

Davis thinks it's a lot to ask of kids to walk out of their way and through a dark tunnel to get to school. He suggested a crosswalk. "I'll paint it myself if they want," he said.

Statistics on how many accidents have occurred in front of the two schools were not immediately available Monday.

"I've heard there've been some pretty close calls," Comeau said.

Since Osborn's death, the district is rethinking its approach. Comeau said she and other district officials met with police and city traffic engineers Monday to talk about how to get kids safely across Lake Otis.

Assemblywoman Janice Shamberg has suggested an on-demand pedestrian stop light and crosswalk, similar to the one on Northern Lights Boulevard near East High. Kids think they're invulnerable, Shamberg said, and if they're running too late for school to take the tunnel or the bus, "they could easily decide to just cross the street."

Comeau said city officials are considering Shamberg's suggestion, and a number of others, including slowing traffic down to 20 to 25 mph with blinking lights when the school day begins and ends. Comeau said she's also looking into installing vandal-proof lights in the tunnel and trying to make bus rides shorter for kids who live nearby, among other things.

"I personally believe we need to slow the traffic down," she said.

Daily News reporter Tataboline Brant can be reached at tbrant@adn.com or 257-4321.

Caption:

Illustrated by Ron Engstrom

ILLUSTRATION SHOWS MAP OF SCHOOL CROSSING ON LAKE OTIS AND PHOTO OF KIMBERLY OSBORN

Photos by BILL ROTH / Anchorage Daily News

Hanshew Middle School students who crossed Lake Otis Parkway near the O'Malley Road intersection walk back toward the subdivision across from the school.

Baron Davis, whose daughter attends Spring Hill Elementary School, thinks it's a lot to ask of kids to walk out of their way and through a dark tunnel to get to school. He suggests a crosswalk. "I'll paint it myself if they want," he said. Vandals have knocked out lights in the tunnel, and the passage can fill up with water in spring and snow in winter.

Hanshew Middle School students walk toward the O'Malley Road intersection to avoid crossing near a guard.

Photo 1: schoolcrossing\_101403.tif

Photo 3: schoolcrossing5\_101403.jpg

Photo 4: 14 Hanshew\_Spring Hill\_\_101403.jpg

Graphic 2: schoolcrossing3\_101403.eps

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Record Number: 327092910/14/03

Article Bookmark(OpenURL Compliant): [Anchorage Daily News \(AK\) : District looks for safer crossing](http://docs.newsbank.com/openurl?ctx_ver=z39.88-2004&rft_id=info:sid/iw.newsbank.com:ADNB&rft_val_format=info:ofi/fint:kev:mtx:ctx&rft_dat=0FE3280FA080FA84&svc_dat=InfoWeb:current&req_dat=0FC00EA2EBA63E28)  
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NewsBank InfoWeb

**Anchorage Daily News (AK)**

Anchorage Daily News (AK)

October 11, 2003

**Student hit by car on way to bus stop**

**NOT IN CROSSWALK: Teen wasn't supposed to ride bus after his family moved.**

Author: KATIE PESZNECKER  
Anchorage Daily News  
Staff

Edition: Final  
Section: Alaska  
Page: B1

Estimated printed pages: 3

Article Text:

A Wendler Middle School student was hit by a car as he crossed Bragaw Street on Friday morning to catch a school bus, becoming the second Anchorage School District student to be struck this week.

Police said Pupualii Uele, 13, was hit by a Subaru SUV about 7:44 a.m. Friday. Pupualii was taken to Alaska Regional Hospital with a broken right leg and abrasions to his left elbow, said his mother, Mary Uele.

"It's broken really bad," Uele said.

On Monday morning, Hanshew Middle School student Kimberly Osborn, 13, was hit by a van while crossing Lake Otis Parkway between O'Malley and Abbott Loop roads on her way to school. She suffered broken bones and massive head injuries and died Wednesday.

Uele said she learned her son was hurt when a police officer called her house. "I thought that (Pupualii) had been suspended. But no, when the police officer said there had been an accident, it was shocking. And then I'm looking at the time, thinking he just left the house."

District officials and police on Friday again said students and drivers need to pay extra attention to their surroundings with the increasingly dark mornings. Principals and teachers were reminding their students to use safe routes when walking to school, said Roger Fiedler, district spokesman.

Pupualii on Friday walked from his home on Reka Drive to a bus stop on the west side of DeBarr, said Steve Kalmes, district transportation director. But that isn't actually Pupualii's bus stop, Kalmes said.

"We would never have a child cross a four-lane road to catch a school bus," Kalmes said. "We just don't do that. He shouldn't have been going across."

Pupualii lives on Reka Drive, in the Clark Middle School attendance area, and attends Wendler on a zone exemption, Kalmes said.

District policy says parents are responsible for transporting zone-exempted students to their chosen school. Those students are not supposed to ride school buses, Kalmes said.

But, Uele said, when the school year started, the family lived on the west side of Bragaw, in the Wendler attendance area. They have since moved to their home on Reka and with the bus stop just down the street, it just made sense for Pupualii to continue riding the bus, Uele said.

Wendler students this year have a much longer ride to school because they're using the old Dimond High School building in South Anchorage while their school, at Lake Otis and Northern Lights Boulevard, is remodeled.

Police said Pupualii was walking west across Bragaw Street at an angle, near Reka Drive.

"I guess he was rushing and thought he was going to miss (the bus)," Uele said.

Pupualii was struck by a Subaru that was southbound on Bragaw, driven by Thomas J. Snell, 40. Witnesses told police that Snell had the green light to proceed along Bragaw when Pupualii stepped in front of his car. Snell was not cited.

Daily News reporter Katie Pesznecker can be reached at [kpesznecker@adn.com](mailto:kpesznecker@adn.com).

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Record Number: 324555810/11/03

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## Police Emphasize School-Zone Safety Following Cary Hit-And-Run

### Authorities Search For Suspect, Truck As Students Seek Safe Way To Cross Street

POSTED: 5:26 p.m. EDT October 23, 2003  
UPDATED: 12:56 a.m. EDT October 24, 2003

RALEIGH, N.C. -- A Cary High School student is still recovering from a hit-and-run accident that occurred near campus Monday. The accident raised concerns not only about crosswalk confusion, but school-zone safety.



can prove dangerous for students on their way to school.

The accident has police trying to crack down on safety at many schools.

Dodging traffic is part of the daily routine for students at Broughton High School. Drivers are supposed to slow down and give students the right of way at crosswalks. School-zone signs are posted everywhere as reminders. But students say too many drivers ignore them.

"I think it's ridiculous," student Caroline Griffin said. "They drive like they're crazy. It's not safe for people who cross the street at school."

Said Broughton student Katie Banner: "I think it's unsafe. Last year, somebody was hit."

Cary High School senior Kristina Grahn, 18, was hit by a car Monday morning as she crossed the street to campus. Police said a driver made an illegal right turn in the school zone before hitting the girl.

The authorities are still looking for the truck and driver.

Police said the Cary accident proves that people can not be too careful with cars and kids.

"We are always in fear of something like that happening," said Capt. D.S. Overman, of the Raleigh Police Department.



Overman said Raleigh police put a lot of manpower into keeping school zones safe. He said drivers need to slow down, read the signs -- or pay the price.



He said drivers need to remember that the penalties are tougher for speeding in a school zone.

"We want people to see us out here," Overman said, "to know that if they blatantly disregard the laws, there's a penalty for that."

Slowing down not only can save drivers some cash, but possibly a life, as well.

#### **Previous Stories:**

- October 23, 2003: Authorities Identify Vehicle Type Involved In Cary Hit-And-Run
- October 21, 2003: Police Continue Search For Green Truck In Cary Hit-And-Run

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SAVE THIS EMAIL THIS PRINT THIS MOST POPULAR

Children First: School Zone Safety

Danielle Banks

Local law enforcement gathered recently in an effort to keep children safe. Officers and other city officials want to get the word out about school zone safety.

While the officials didn't reveal any new laws, they did stress the importance of obeying the current ones. They simply want to remind you to use extra caution on the roads when school buses are around and put children first.

"Law enforcement has set a goal for zero traffic related crashes or injuries in the 2002-2003 school year and we need your help while on the roadways," said Harrisonburg police officer Greg Deeds.

So what can you do?

"You must stop anytime you approach a stopped bus on the roadway or at any intersection when the red lights are flashing unless there is an actual physical barrier between you and the bus," said Harrisonburg police officer D.J. Albertson.

A \$250 fine will go to the registered owner of any vehicle reported owner of any vehicle reported passing a stopped school bus.

"If you're the owner of the car, you have to come into court and explain to us or give us a reason to believe that you weren't driving or you could be penalized for a violation involving your vehicle," Albertson said.

Officials said the matter won't taken lightly in court either.

"We prosecute to the fullest extent of the law on these cases because we do believe that children have the right to be safe in their transport to and from school," said commonwealth attorney Marsha Garst.

Speeding in a school zone or failing to yield to a pedestrian crossing the road are other important issues.

"Even if the vehicle has a green traffic light, they must be cautious to all pedestrians either crossing at intersections or on crosswalks. A pedestrian should remember they cannot enter a roadway against a walk light," Albertson said.

Officials said your best bet is easier than you may think.

"Slow down, leave more time to get to your destinations especially during the mornings and afternoons when children are on or near the roadways and we want to ensure the safety of our children in the communities," Deeds said.

Search bar with magnifying glass icon and dropdown menu for 'All of WHSV'

Google Search bar



- Vertical list of small circular icons

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National Bus Safety Week is the third week in October.

[whsv.com](http://whsv.com) Extended Web Coverage

**Safety Tips For Children:**

- When you get off, take five giant steps away from the bus, out of the danger zone.
- Cross in front of the bus, and make sure you maintain eye contact with the driver.
- Never go back for anything and never bend down near or under the bus.

**Safety Tips For Parents:**

- Assure your children you won't get mad if they don't go back for a jacket they've left on the bus, or school work they've dropped under a wheel.
- Encourage them to sit quietly in their seat and follow the driver's instructions on bus safety.

**Safety Tips For Motorists:**

- Stop when the bus's warning lights are flashing, or the stop arm comes out.
- Share the road with the yellow bus.

**General Facts**

- School buses are one of the safest forms of transportation in the nation - nearly 2,000 times safer than the family car.
- The reality of school bus safety is that more children are hurt outside a bus than inside one.
- The child who bends over to retrieve a dropped school paper, or who walks too close to the bus while crossing the street, needs to be aware that every yellow school bus is surrounded by a danger zone.

*Source: [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov) (National Highway Traffic Safety Administration Web site) contributed to this report.*

**More Stories**

[Children First: Report Cards](#)

[Children First: EMU Tuition Plan](#)

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[Children First: Talking to Kids About](#)

Annual Statistical Report  
**Traffic**



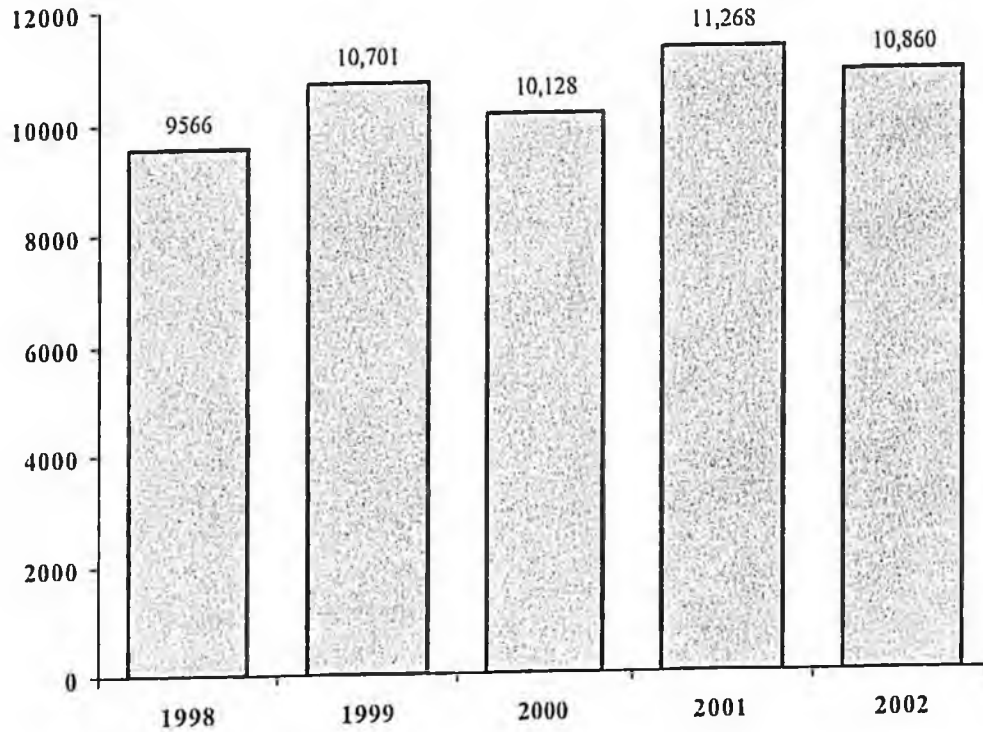
**2002**

Anchorage Police Department

# Traffic Section



# Traffic Accidents 1998-2002



	1998	1999	2000	2001	2002
<b>Total Vehicle Accidents</b>	<b>9,566</b>	<b>10,701</b>	<b>10,128</b>	<b>11,268</b>	<b>10,860</b>
with Fatalities involved <sup>1</sup>	17	19	28	27	34
with DUI involved <sup>2</sup>	293	340	350	371	391
with Injuries	2,143	2,496	3,329	3,757	3,958
with Non-Injury Property Damage	7,022	8,151	7,674	8,597	8,152
with Hit & Run involved	2,051	2,345	2,390	2,751	2,696
Bicycle Accidents	138	134	122	121	149
<u>Pedestrian Accidents</u>	<u>108</u>	<u>83</u>	<u>95</u>	<u>113</u>	<u>146</u>
Motorcycle Accidents	23	52	52	62	71

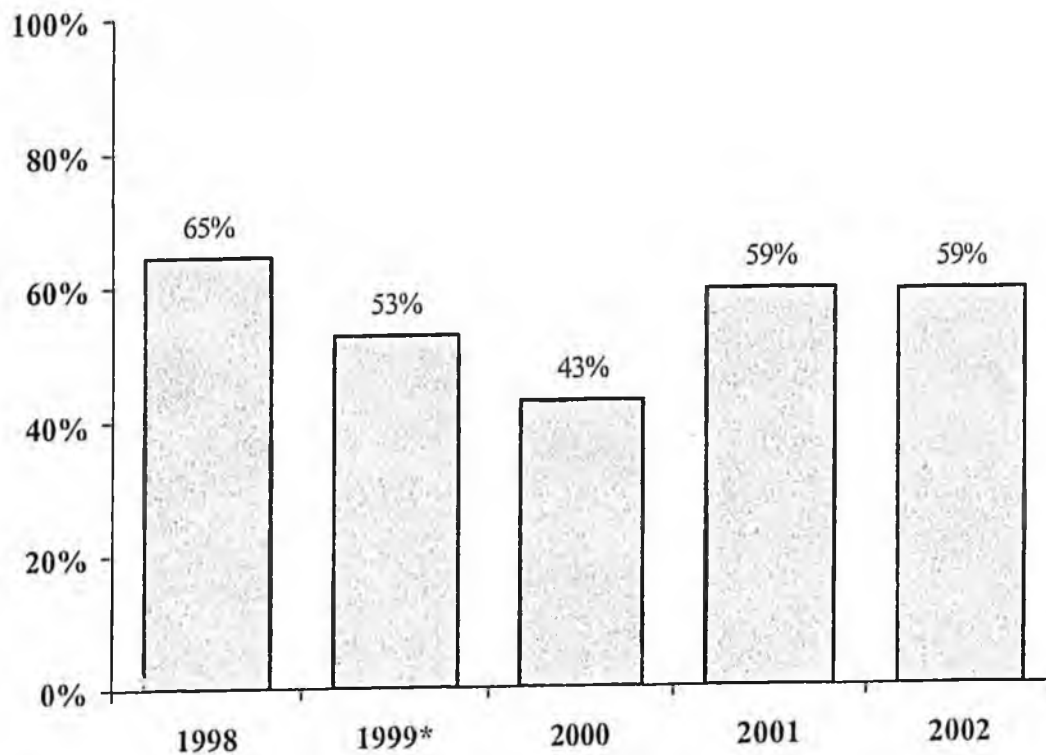
A single accident can be in multiple totals.

<sup>1</sup> Number of accidents with fatalities, not number of victims.

<sup>2</sup> Driving Under the Influence. Replaced DWI and adds drugs as a cause of impairment in addition to alcohol.

# Fatal Accident Summary

## Alcohol and Drug Involvement known to Police



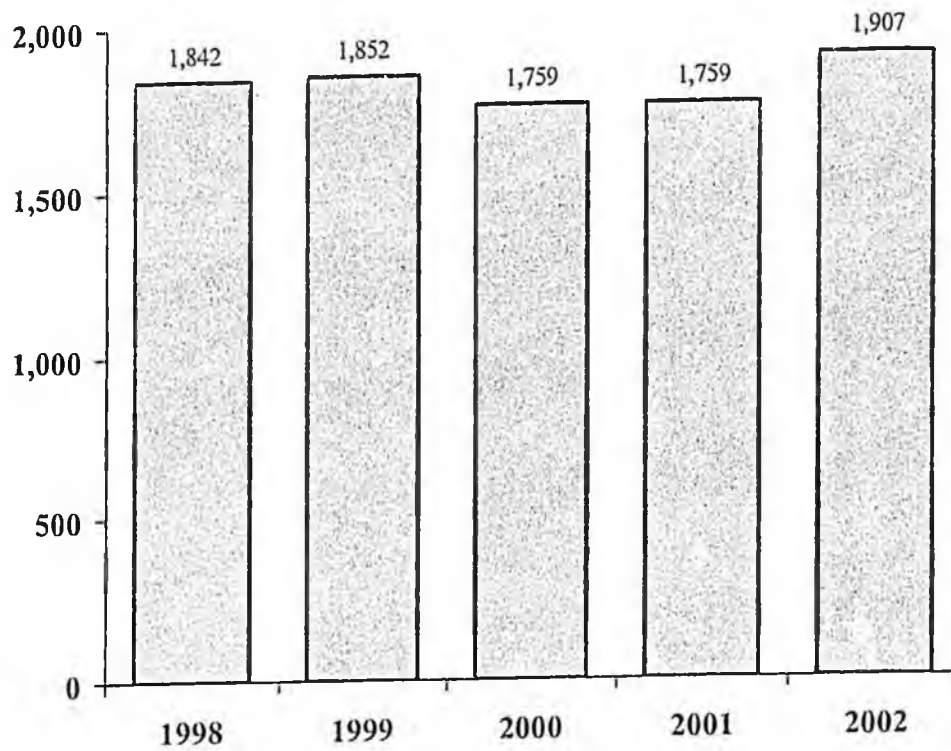
	1998	1999*	2000	2001	2002
Number of Fatality Accidents with Alcohol or Drugs Involved	17	19	28	27	34
Percentage	65%	53%	43%	59%	59%

Note that 2002 data shows 728 out of all 10,860 traffic accidents involved alcohol and/or drugs (7%).

\*One additional fatal accident was reported to Department of Motor Vehicles. This case was classified as a murder and is not reflected here as an accident.

# DUI Arrest\*

## 1998-2002



### Yearly Totals

1998	1999	2000	2001	2002
1,842	1,852	1,759	1,759	1,907

\*Driving Under the Influence. Replaced DWI and adds drugs as a cause of impairment in addition to alcohol.  
DUI Arrests represent all charges brought against individuals.

# Traffic Violations

While the number of fatality accidents within the municipality remains relatively low, injuries occurred in nearly one-fourth of all accidents. Many of the 10,860 motor vehicle accident reports written by the Department last year can be attributed to some of the more serious violations listed below. Officers will continue to focus their attention on violations that are most likely to cause accidents.

	1999	2000	2001	2002
RED LIGHT VIOLATIONS	3,605	3,282	2,025	1,769
STOP SIGN VIOLATIONS	1,189	1,079	910	993
CARELESS DRIVING	659	660	737	813
FAILURE TO YIELD	835	753	816	800
TURNING VIOLATIONS	741	637	559	487
<u>SCHOOL ZONE SPEEDING*</u>	<u>357</u>	<u>2,259</u>	<u>436</u>	<u>460</u>
OTHER SPEEDING VIOLATIONS	8,204	9,816	7,904	8,124
UNSAFE BACKING	526	474	484	554
DRIVER'S LICENSE VIOLATIONS	4,266	5,062	4,042	3,210
VEHICLE REGISTRATION AND LICENSING VIOLATIONS	2,632	3,058	2,360	2,574
VEHICLE EQUIPMENT VIOLATIONS	1,767	2,222	1,001	984
ALL OTHER TRAFFIC VIOLATIONS	5,146	6,656	7,776	6,448
TOTAL CITATIONS ISSUED	29,927	33,736	29,068	27,216

## Nonmoving (Parking) Citations

1999	2000	2001	2002
37,680	55,948	30,981	37,729

\* Source: State of Alaska

### Washington's Safer School Zones

In 1996, a number of concerned parents and children from Yakima, Washington appeared before the Washington state legislature, and asked their elected officials to do something about school zone safety. The legislature responded, and the State of Washington adopted RCW 46.61.400, which, among other things, doubles the fine for speeding in a school zone (\$157, now \$177), directs half of the new fine total be earmarked for improving school zone safety, and stipulates that the fine cannot not be waived, reduced, or suspended. This act went into effect on March 20, 1996.

Characterizing the program as a success would be an understatement. Within the first four months of the School Zone Safety program, 3,000 citations were issued for violations of school zone laws—double the previous year's total! Since its inception, \$6.2 million has been raised and expended by the State of Washington to improve safety around schools.

The Washington Traffic Safety Commission (WTSC) is responsible for running the program. Their accomplishments are numerous:

- They have trained school bus drivers on driving in inclement weather.
- They have provided a highly requested training on enforcing school safety zone to police departments around the state.
- All school zone speed limit signs have been updated to warn drivers "Speeding Fines Doubled in School Zones."
- They have distributed a School Safety Curriculum Kit and Resource Guide to every public and private elementary school in the state.
- Every school in the state has received two sets of new crossing guard flags, and vests.
- Additional matching grants are available to schools wishing to make other improvements.

All of these activities were paid for by the School Zone Safety Account.

The law enforcement community in Washington has been enthusiastic in its support of this project, and their enforcement efforts have contributed greatly to its success. The fact that the School Zone Safety Account allows police departments to purchase safety-related equipment doesn't hurt either. The Safety Account has given departments the resources needed to provide overtime pay for officers, extra vehicles, radios, radar guns, and additional training related to school zone safety.

Currently, the WTSC is set to launch a new school zone safety pilot project, which will begin in early 2004. The pilot project will be a partnership between the State of Washington, and the government of British Columbia, Canada.

For more information on the WTSC's School Zone Safety program contact Lynn Drake, Program Manager <ldrake@wtsc.wa.gov>

School Zone Safety Improvement Project

WASHINGTON

<b>PROJECT CHARACTERISTICS</b>	<b>PROGRAM AREA(S)</b>
Targets hard-to-reach/at risk population	Police Traffic Services
<b>TYPE OF JURISDICTION</b>	
State	
<b>TARGETED POPULATION(S)</b>	<b>JURISDICTION SIZE</b>
General Population	5,430,000

**PROBLEM IDENTIFICATION**

Surveys conducted by the Washington Traffic Safety Commission (WTSC) in Yakima, Washington, showed significant violations of speed limits in school crosswalk and playground areas. In response to these serious safety concerns, legislation was enacted doubling fines for speeding in a school zone. The legislation provided that half of the new fine total would be earmarked for improving school zone safety.

**GOALS AND OBJECTIVES**

The goal of the School Zone Safety Improvement Project was to improve compliance of existing speed limit laws in school zones. In order to achieve this goal, WTSC established the following objectives:

- Provide law enforcement agencies with the motivation and tools to aggressively enforce school speed limits
- Supply funding for school zone improvement projects
- Develop a public education campaign informing motorists of the school zone laws
- Provide increased signage at school zones

**STRATEGIES AND ACTIVITIES**

The WTSC teamed with other organizations having a vested interest in traffic safety, including local law enforcement and Safe Communities coalitions, to plan a series of strategies and activities designed to meet the WTSC goal and objectives for the project. The activities included the following:

- Law enforcement agencies were invited to apply for state grant funds to purchase speed measuring devices or other equipment that would enhance school zone enforcement. Among the criteria for receiving a grant award was a requirement for demonstrating the extent of the agency's commitment to enforcement by submitting a plan for performance
- A public information campaign was developed featuring articles in the local newspapers and public service announcements (PSAs) that aired on local radio and television. Several feature stories were also aired on local television
- Informational signs were developed in cooperation with the State Department of Transportation and placed in school crossing zones. These signs carried school zone safety messages such as "Speeding Fines Doubled in School Zones"

**RESULTS**

Since the School Safety Zone Improvement Project was initiated in September 1996, it has supported funding for more than 100 local, county, and state agencies and Indian tribes applying for enforcement grants. The campaign has seen a marked increase in the number of citations issued to violators of the school zone laws, rising from 1,500 citations issued in the year 1995 to more than 3,000 issued in the first four months of the program.

The grant funds awarded were used for activities other than for enforcement, including outfitting of school crossing guards, publicity for "red ribbon" ceremonies for sign installation, purchase and installation of "Double Fine" signs, enhanced community policing efforts and increased police presence near schools. Preliminary data from effectiveness studies indicate that there are no long-term effects of signage without enforcement.

Based on the success of the project, the Washington State Legislature enacted legislation in 1997 that doubled the penalty for passing a stopped school bus, with the expectation that the School Zone Safety Improvement Project be replicated to improve compliance with laws regarding stopped school busses. Half the fines collected from enforcement of the new law will be dedicated to this effort.

**FUNDING**

State: \$300,000

**CONTACT**

Les Pope  
Washington Traffic Safety Commission  
P.O. Box 40944  
Olympia, WA 98504-0944  
(360) 586-3872





# WASHINGTON

## School Zone Safety Curriculum

<b>PROJECT CHARACTERISTICS</b> Aimed at Youth Formalization of Safety Procedures	<b>PROGRAM AREA(S)</b> Youth Programs Public Information & Education
<b>TYPE OF JURISDICTION</b> State	
<b>TARGETED POPULATION</b> Elementary Schools	<b>JURISDICTION SIZE</b> 5,894,121 (2000 Census)

### PROBLEM IDENTIFICATION

With more and more children walking to school than ever before because of budget cuts in local school districts, there is a greater need for motorists and pedestrians to look out for each other. Unfortunately, when drivers ignore school zones and exceed the speed limits, children are at risk for being injured by a motor vehicle.

The Washington Traffic Safety Commission (WTSC) has aggressively targeted school zones in an effort to make them *safety* zones for students. An annual, statewide public information campaign reminds motorists to slow down in school zones, and watch for children riding bikes and walking to and from school. This campaign is coupled with enforcement activity where officers pay close attention to motorists driving through school zones. With a posted speed limit of 20 mph, the minimum fine for speeding in a school zone is \$157, half of which goes to the School Zone Safety Account. This money is dedicated to the promotion of school zone safety. The fine cannot be waived, suspended, or reduced.

During the 2000-2001 academic year, WTSC distributed two sets of new crossing guard flags and vests to every elementary school in the state. The cost for this project was \$75,000, paid by the School Zone Safety Account. Following distribution of the flags and vests, WTSC received an overwhelming number of requests from schools and local law enforcement agencies for formalized school zone training.

## GOALS AND OBJECTIVES

The WTSC aimed to create and distribute a School Safety Patrol Curriculum designed to assist the student crossing guards in their duties. The curriculum, which would serve as a clear and standardized educational tool, would also address the responsibilities of running a successful program.

A committee of law enforcement, educators, engineers, traffic safety, and insurance representatives was formed to develop the curriculum. Their goal was to:

- provide a user-friendly toolkit for schools on school zone safety;
- outline and explain the state's school zone laws;
- suggest solutions to common problems in school zones;
- develop a video that outlined the responsibilities and importance of a crossing guard;
- educate parents on traffic safety in and around the school;
- provide portions of the toolkit in multiple languages; and
- encourage local law enforcement to become involved in individual school programs.

## STRATEGIES AND ACTIVITIES

WTSC arranged for a signed letter from the Governor to accompany the School Safety Curriculum Kit and Resource Guide; both items were sent to every elementary school (public and private) and all law enforcement agencies in the state. The kit includes a videotape; attractively printed inserts for supervisors, principals, and crossing guards; and an evaluation form. Parent safety tips are also provided in six different languages.

## RESULTS

At this writing, the curriculum is being distributed and kits will be updated every two or three years to reflect changes in the law or other safety factors or concerns.

Plans are in the works for training that will be offered at pre-determined sites for school personnel, law enforcement, and traffic safety advocates to ensure the goal and guidelines of this curriculum are met.

A School Zone Safety Account funded the project. The funds were spent on design, video production, printing, and assembling 3,000 kits. This is enough for 1,135

### FUNDING

Other: \$33,000  
(School Zone Safety Account)

### CONTACT

Lynn Drake  
Program Manager  
WA Traffic Safety  
Commission  
PO Box 40944  
Olympia, WA 98504  
[ldrake@wtsc.wa.gov](mailto:ldrake@wtsc.wa.gov)

elementary schools, 350 law enforcement agencies, and traffic safety advocates in the state.



**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

WINTER 2002



State of Alaska  
 Department of Public Safety  
 School Zone Violations  
 FY 2003

School Zone Citations				
Agency	S50	S91	S99	Total
Alaska State Troopers	1	2	23	26
Anchorage Police Department	2	32	376	410
Fairbanks Police Department	0	0	10	10
Juneau Police Department	0	0	14	14
Ketchikan Police Department	0	0	2	2
Palmer Police Department	0	0	3	3
Sitka Police Department	0	0	7	7
Skagway Police Department	0	0	2	2
Wasilla Police Department	0	0	7	7
				0
All Agencies Total	3	34	444	481

Citation Descriptions	
S50 - Speed-School Zone _____	(allows recording of exact speed)
S91 - Speed 41 mph over or more (School Zone) *	
S99 - Speed School Zone	

\*Note: Per DMV the S91 code is intended to be used for School Zone speeding violations.  
 It appears it has been used to record non-School zone speeding violations in some cases



State Information

Sanctions for Exceeding the Speed Limit in Either a Construction or School Zone

Home

Main

Laws

- Safety Belt Laws
- Graduated Licensing Laws
- Helmet Laws
- Impaired Driving Laws
- Child Passenger Safety Laws
- State Speed Limit Laws
- Sanctions for School and Construction Zones.
- Cell Phone Laws
- Checkpoint Laws
- Automatic Enforcement Laws
- Low Speed Vehicle Laws
- Segway Laws
- Drug Impaired Driving Laws
- Older Driver Laws

Funding

Grants

Information by State



State

Sanctions for Speeding in a Construction Zone

Sanctions for Speeding in a School Zone

Alaska

Six points are assessed on the driving record.

Arkansas

An additional fine, equal to all other fines, is imposed for exceeding the posted limit when construction personnel are present.

First offense is 1-10 days in jail and \$25-50 fine; second offense within one year is 5-25 days in jail and \$50-\$250 fine and license suspension for 6 months (subsequent offense within 1 year is 25 days, 6 months in jail and \$250-\$1000 fine; 3rd offense within one year is license suspension for one year.

Colorado

If a speeding offense occurs in a construction zone, fines and surcharges are double the usual amount.

If a speeding offense occurs in a school zone, fines and surcharges are double the usual amount.

Connecticut

The fine is double the usual amount.

Florida

For exceeding the speed limit in a construction zone (except for speeds less than 5 MPH over the posted limit where only a warning is issued), the fine is double the amount in the fine schedule. Note: if a person decides to adjudicate the speeding offense in a construction zone, the fine is not more than \$1000.

For exceeding the speed limit in a school zone, the fine in the schedule is \$50, if the speed limit was exceeded by less than 5 MPH. Otherwise the fine is double. If a person decides to adjudicate the speeding offense, the fine is not more than \$1000.

Georgia

Jail of not more than 12 months and a fine of \$100-\$2000.

Illinois

A fine of \$150 (mandatory) to \$1000, and additional fine of \$50 which is used for school safety.

A fine of \$150 (mandatory) to \$1000, and additional fine of \$50 which is used for school safety

Indiana

The court may order a person to pay a fee of \$25 for

	exceeding a worksite speed limit.	
Iowa	The fine is double the amount in the fine schedule.	
Kansas	The fine is double the usual amount.	
Kentucky	If a speeding offense occurs in a construction zone, the fine is double the usual amount.	
<u>Maine</u>		<u>The fine is double the amount in the fine schedule.</u>
Maryland		A fine of not more than \$1000.
<u>Michigan</u>	The fine is double that prescribed by law.	<u>Imprisonment for not more than 90 days and a fine that is double that prescribed by law, but not more than \$200.</u>
Minnesota	A surcharge is assessed that equals the fine, except the surcharge cannot be less than \$25.	A surcharge is assessed which equals the fine, except the surcharge cannot be less than \$25.
Mississippi	For exceeding the posted limit in a "highway work zone" a fine of not more than \$250 is assessed.	
Missouri	For speeding in a construction zone, an additional fine of \$35 is assessed.	
Montana	If a speeding offense occurs in a work zone, the fine is double the usual amount.	
<u>Nebraska</u>	If a speeding offense occurs in a construction zone, the fine is double the usual amount.	<u>If a speeding offense occurs in a school crossing zone, the fine is double the usual amount.</u>
Nevada	There is an additional sanction which is equal to the original sanctions imposed for exceeding such a limit. Imprisonment sanctions for the original and additional sanctions must run consecutively. However, the combined sanctions cannot exceed 6 months of imprisonment, \$1000 or 120 hours of community service.	
New Jersey	The fine is double the usual amount.	
New York	Exceeding the speed limit less than 10 MPH, a fine of \$60-\$100; exceeding the speed limit more than 10 MPH but less than 30 MPH, not more than 30 days in jail	Exceeding the speed limit less than 10 MPH, a fine of \$60-\$200; exceeding the speed limit more than 10 MPH but less than 30 MPH, not

	and a fine of \$120-\$200; exceeding the speed limit more than 30 MPH, not more than 30 days in jail and a fine of \$240-\$400. For a second offense within 18 months for any of the previous offenses, the fine is increased by \$100. For a subsequent offense within 18 months for any of the previous offenses, the fine is increased by \$250.	more than 15 days in jail and a fine of \$120-\$400; exceeding the speed limit more than 30 MPH, not more than 30 days in jail and a fine of \$240-\$800. For a second offense within 18 months for any of the previous offenses, the fine is increased by \$100. For a subsequent offense within 18 months for any of the previous offenses, the fine is increased by \$250.
North Carolina	There is a mandatory \$250 fine.	There is a mandatory \$25 fine and 3 points are assessed against the driving record.
North Dakota	Fee schedule for exceeding the speed limit by 1-10 MPH is \$40; fee schedule for exceeding the speed limit by more than 10 MPH is \$40 plus \$1 for each MPH over 10 MPH.	
Ohio	The fine is double the usual amount.	
Oregon	The fine is 80% of the maximum fine established for the violation.	The fine is 80% of the maximum fine established for the violation.
Pennsylvania	The fine is double the usual amount.	The fine is \$35 plus \$2 for every mile in excess of 5 MPH.
South Carolina	Jail of not more than 30 days and/or a fine of \$75-\$200.	
South Dakota	Fine is double the usual amount.	
Tennessee	Fine of \$250 (mandatory) to \$500. Speeding violations where the vehicle's speed was not noted on the citation, 3 points; exceeding the speed limit 1-5 MPH, 2 points; exceeding the speed limit 6-15 MPH, 6 points, exceeding the speed limit 16-35 MPH, 7 points; exceeding the speed limit by 36 or more MPH, 8 points. For commercial vehicles, speeding where the vehicle's speed was not noted on the citation, 4 points; exceeding the speed limit through 5 MPH, 2 points; exceeding the speed limit 6-14 MPH, 5 points.	
Texas	Minimum and maximum fines are doubled.	
Utah	If convicted of speeding in a construction zone when	

	workers are present, fine is double the amount listed in the fine schedule.	
Virginia	Fine is not more than \$250.	For speeding in a school crossing zone is not more than \$250.
<u>Washington</u>	Mandatory fine of double the normal amount for exceeding the speed limit in a roadway construction zone.	<u>Mandatory fine of double the normal amount for exceeding the speed limit in a school or playground crosswalk.</u>
West Virginia	A fine of not more than \$200. Jail of not more than 20 days for exceeding the speed limit by 15 or more MPH.	A fine of \$100-\$500. Jail of not more than 6 months for exceeding the school zone limit by 15 or more MPH when one or more children are in the zone.
<u>Wisconsin</u>	Maximum and minimum fines are doubled.	<u>Maximum and minimum fines are doubled.</u>
Wyoming	Fine of \$100 when operating a motor vehicle with a gross vehicle weight greater than 26,000 pounds and speeding more than 6 MPH (fine appears to be mandatory.)	

Source: NHTSA "Summary of Special Sanctions for Exceeding the Speed Limit in Either a Construction or School Zone." Current as of January 2001.

23-LS1521\D  
Luckhaupt  
1/30/04

**CS FOR HOUSE BILL NO. 387(CRA)**

**IN THE LEGISLATURE OF THE STATE OF ALASKA**

**TWENTY-THIRD LEGISLATURE - SECOND SESSION**

**BY THE HOUSE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE**

**Offered:  
Referred:**

**Sponsor(s): REPRESENTATIVE GATTO**

**A BILL**

**FOR AN ACT ENTITLED**

1 **"An Act relating to fines for moving motor vehicle or traffic offenses committed within**  
2 **highway work or school zones."**

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

4 **\* Section 1. AS 28.05.151(d) is amended to read:**

5 (d) The supreme court, in establishing scheduled amounts of bail under this  
6 section, and each municipality that establishes or has established a fine schedule under  
7 this section shall provide that the scheduled amount of bail or fine, as applicable, for a  
8 moving motor vehicle or traffic offense that is committed in a highway work or  
9 school zone shall be double the amount of the bail or fine for the offense if it had not  
10 been committed in a highway work zone or school zone.

11 **\* Sec. 2. AS 28.40.070 is amended to read:**

12 **Sec. 28.40.070. Fines for offenses committed within highway work and**  
13 **school zones doubled. Whenever a person violates a moving motor vehicle or**  
14 **traffic provision of this title or a regulation adopted under the authority of this title**

1           within a highway work or school zone, notwithstanding the amount of the fine or the  
2           maximum fine set under this title, the fine, or maximum fine, is double the amount  
3           provided in this title.

4           \* Sec. 3. AS 28.40.100(a) is amended by adding a new paragraph to read:

5                                 (27) "school zone" means an area identified by signs as being near a  
6           school.

# 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


State Capitol  
Juneau, Alaska 99801-1182  
Deliveries to: 129 6th St., Rm. 329

## MEMORANDUM

February 6, 2004

**SUBJECT:** CSHB 387(CRA) (Work Order No. 23-LS1521H)

**TO:** Representative Carl Morgan  
Attn: Mary Siroky

**FROM:** Gerald P. Luckhaupt   
Legislative Counsel

Enclosed is the CS(CRA) you requested. I have a couple of comments.

I do not know if I captured the committee's intent correctly with regard to the differential speed limits amendment. There may also be some confusion regarding highway work zones. AS 28.05.151(d) provides for double fines for highway work zones. To implement that section, DOTPF adopted regulations specifying signing and other requirements for highway work zones. See 17 AAC 99.010. That regulation seems to envision that the signs will stay up throughout the period of work "until the work is completed." I am unaware of any differential speed limits in a highway work zone and do not know how or when, if ever, this language would apply.

This amendment, though, got me thinking more about sec. 1 of the bill and I am now concerned whether the bill is drafted correctly. This concern arises from a basic understanding of school zones and offenses committed within school zones. Unlike highway work zones, offenses committed within school zones, such as speeding or disobeying traffic control devices, are already punished more severely than the same offenses not committed within school zones.<sup>1</sup> But, page 1, lines 7 - 10, provides that

a moving motor vehicle or traffic offense that is committed in a highway work or school zone shall be double the amount of the bail or fine for the offense *if it had not been committed in a highway work or school zone.*

The italicized language while correct for highway work zones may actually reduce the bail or fine amounts for offenses committed in school zones as the bail or fine that will be doubled is the bail or fine that would apply if the offense had not been committed in a school zone - whereas the bail or fine for committing the offense within a school zone

---

<sup>1</sup> Before the enactment of AS 28.05.181 a traffic offense committed within a highway work zone was punished no more severely than a traffic offense committed anywhere else.

Representative Carl Morgan

February 6, 2004

Page 2

may actually be greater. It seems to me that the italicized language should be removed from the bill if the committee's intent is to actually double the bail forfeiture and fine amounts for offenses committed within school zones.

GPL:med

04-143.med

Enclosure

\*\*\*\*\* P. 01 \*\*\*\*\*

TRANSACTION REPORT FEB-05-2004 THU 01:04 PM

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## Alaska State Legislature

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CHAIR  
 Community & Regional Affairs Committee  
 MEMBER  
 House Rules Committee  
 Joint Armed Services Committee  
 Joint Selma Industry Task Force

**Representative Carl M. Morgan, Jr. – District 6**

### FAX COVER SHEET

TO: leg. legal - Gerry FAX #: 2029

FROM: The Office of Representative Carl Morgan, Jr. mary

DATE: 2/5/04

There are    pages including this cover sheet, if you have any questions or problems with transmission, please call 1-907-465-4527 or 1-800-491-4527.



# Alaska State Legislature

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MEMBER  
House Rules Committee  
Joint Armed Services Committee  
Joint Salmon Industry Task Force

## Representative Carl M. Morgan, Jr. – District 6

### FAX COVER SHEET

TO: leg. legal - Gerry FAX #: 2029  
FROM: The Office of Representative Carl Morgan, Jr. mary  
DATE: 2/5/04

There are \_\_\_ pages including this cover sheet, if you have any questions or problems with transmission, please call 1-907-465-4527 or 1-800-491-4527.

MESSAGE:

amendments to HB 387

The information attached to this fax is **CONFIDENTIAL** and/or privileged. This fax is intended to be reviewed initially by only the individual named above. If the reader of this fax is not the intended recipient or a representative of the intended recipient, you are hereby notified that any review, dissemination, or copying of the information contained herein is prohibited. If you have received this fax in error, please immediately notify the sender by telephone and return this to the sender at the above address.

Gerry,

Two amendments were approved for CS HB 387(CRA) and then the committee passed the bill out.

1. Conceptual amendment to be added to the end of section 1 by Rep. Samuels. Here is the conceptual language that was drafted in committee "if there is a differential in speed limits, the double fines only apply when the lower speed limit is in effect." This amendment is to apply to both work zones and school zones with the purpose being that the fines should only apply when there are kids in school or work men present - "when the lower limits applies." The committee used the example of a work crew leaving the double fine signs up but there is no work going on and they don't want to be subjected to double fines.
2. The 2<sup>nd</sup> amendment is to include an effective date of January 2005. This is from Rep. Kott.

Let me know if you need any additional information or want to discuss this. The version we worked off and adopted in committee is 23-LS125\D.

Thanks,  
Mary Siroky CRA Committee Aide  
465-3882

# ALASKA STATE HOUSE OF REPRESENTATIVES

Representative Carl Morgan, Chair  
Representative Kelly Wolf, Vice Chair  
Representative Tom Anderson  
Representative Ralph Samuels  
Representative Pete Kott  
Representative Sharon Cissna  
Representative Albert Kookesh



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## HOUSE COMMITTEE ON COMMUNITY AND REGIONAL AFFAIRS Representative Carl Morgan, Chairman

### COMMITTEE SCHEDULE For the week of February 2 to 6, 2004

State Capital Room 124

#### Tuesday, February 3<sup>rd</sup> 8:00 am – 10:00 am

- + Department of Commerce and Economic Development Overview – Commissioner Blatchford
  - + Division of Community Advocacy (DCED) – Gene Kane, Director
- Bills Previously Heard/Scheduled

#### Thursday, February 5<sup>th</sup> 9:00 am – 10:00 am

- + \* HB 387: Increase Fines For School Zone Violations

Bills Previously Heard/Scheduled

- \* First hearing in first committee of referral
- + Teleconferenced
- = Bill was previously heard/scheduled



# *Alaska State Legislature*

**SESSION ADDRESS:**  
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**INTERIM ADDRESS:**  
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## **Representative Carl Gatto**

### **SPONSOR STATEMENT**

HOUSE BILL 387

"AN ACT RELATING TO FINES FOR OFFENSES COMMITTED WITHIN SCHOOL ZONES."

HB 387 doubles the fine assessed for motor vehicle or traffic offenses committed in a school zone. This bill mirrors a law passed by the Alaska State Legislature in 1998, which doubled the fine for violations committed in a highway work zone.

Doubling fines in school zones serves several purposes; it increases public awareness of the need for increased school zone safety, confirms our commitment to student safety, and serves as a further deterrent to motor vehicle violations in school zones.

Due to the particular difficulties presented by Alaska's climate walking to school and in school zones can be dangerous for students. This bill attempts to mitigate this risk to students through the deterrent effect of increased fines.

Please join me in protecting our children by endorsing and passing House Bill 387.

**HB**

**431**



# ALASKA STATE HOUSE OF REPRESENTATIVES

Representative Carl Morgan, Chair  
Representative Kelly Wolf, Vice Chair  
Representative Tom Anderson  
Representative Ralph Samuels  
Representative Pete Kott  
Representative Sharon Cissna  
Representative Albert Kookesh



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## HOUSE COMMITTEE ON COMMUNITY AND REGIONAL AFFAIRS Representative Carl Morgan, Chairman

### COMMITTEE SCHEDULE For the week of February 23 to 27, 2004

State Capital Room 124  
8:00 am – 10:00 am

#### Tuesday, February 24<sup>th</sup>

No meeting scheduled

#### Thursday, February 26<sup>th</sup>

+\* HB 431 Municipal Dividend Program

Bills Previously Heard/Scheduled

- \* First hearing in first committee of referral
- + Teleconferenced
- = Bill was previously heard/scheduled

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## HOUSE COMMITTEE ON COMMUNITY AND REGIONAL AFFAIRS Representative Carl Morgan, Chair

### AGENDA

State Capital 124  
February 26, 2004  
8:00 am – 10:00 am

- Call to Order
- HB 431 - MUNICIPAL DIVIDEND PROGRAM
- Next meeting announcements
- Adjourn

<b>Sponsor and/or Committee Name</b>			<b>Date</b>
HC&RA – Rep. Carl Morgan, Chair			2-26-04
<b>Start/End Time</b>	<b>Chairing site</b>	<b>Juneau Room</b>	<b>Testimony</b>
8:00 – 10:00 am	Juneau	Cap 124	Yes X__ No __ Invitational __
<b>Contact Person and</b>	<b>Phone Number</b>	<b>Other sites may add?</b>	<b>Testimony Limit</b>
Mary	465-3882	yes	5 minutes

**Subject of meeting and/or Bills on agenda**

HB 431 Municipal Dividend Program

<b>Sites - LIOs</b>		<b>Sites - Offnets</b>	<b>Phone #</b>
Anchorage	X		
Barrow	X		
Bethel	X		
Cordova	X		
Delta Junction	X		
Dillingham	X		
Fairbanks	X		
Glennallen	X		
Homer	X		
Juneau	X		
Kenai	X		
Ketchikan	X		
Kodiak	X		
Kotzebue	X		
Matsu	X		
Nome	X		
Petersburg	X		
Seward	X		
Sitka	X		
Tok	X		
Valdez	X		
Wrangell	X		

**Notes**

I anticipate lots of interest from rural communities.

**COMMITTEE: House  
Community and Regional  
Affairs Standing Committee**

**SUBJECT:**  
HB 431-MUNICIPAL DIVIDEND PROGRAM



**DATE: February 26, 2004**

# PLEASE SIGN IN

PLEASE PRINT: NAME & TITLE	ADDRESS	PHONE	REPRESENTING (No acronyms unless for a state agency, please)	DO YOU WANT TO TESTIFY?
✓ Kevin Ritchie	217 2nd St	6-1325	AK Num League	yes
E-mail address:				
Bruce Botelho	153 S. Seward Jean	6-5270	City of Anchorage	yes
E-mail address:				
Gary Lewis	Wrangell	874 2914	City of Wrangell	
E-mail address:				
E-mail address:				
E-mail address:				