

ALASKA LEGISLATURE COMMITTEE FILES, 2003-2004 8672

11083 HOUSE TRANSPORTATION

Let your voice be heard!

Petition to Governor Frank Murkowski:

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support the victims of this violent crime and prevent underage drinking.

Together, we can make a difference and save lives.

X Ben F. Shubaker
Signature

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X Robert & Wilma Bennett
Signature

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X Willie A. Kent
Signature

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X John L. Hall

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X Dorothy M. Jutzal
Signature

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X Angela
Signature

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X RL
Signature

Let your voice be heard!

Petition to: Governor Frank Murkowski
From: Ms. Tanya Cunningham
PO Box 57387
North Pole AK 99705-2387

As a supporter of the efforts of Mothers Against Drunk Driving, I urge you to support this organization's assessment of Alaska's efforts against drunk driving and to meet the challenges to our state to stop drunk driving, support victims of this violent crime and prevent underage drinking.

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X Tanya J. Cunningham
Signature

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x Janet P. Seich
Signature

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: _____
Bill Version: HB213
() Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: Administration
Title Provisional Driver's License issuance RDU Division of Motor Vehicles
Component Motor Vehicles
Sponsor Rep. Weyhrauch
Requester House Transportation Component No. 2348

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						
Travel						
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Equipment						
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Miscellaneous						
TOTAL OPERATING	13.6	13.6	13.6	13.6	13.6	13.6

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()	102.3	102.3	102.3	102.3	102.3	102.3
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
1156 Receipt Supported Services	13.6	13.6	13.6	13.6	13.6	13.6
TOTAL	13.6	13.6	13.6	13.6	13.6	13.6

Estimate of any current year (FY2004) cost: 0.0

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

POSITIONS

Full-time					
Part-time					
Temporary					

ANALYSIS: (Attach a separate page if necessary)

HB 213 will require the issuance of a Provisional Driver's License to 16 & 17 year old drivers. In 2003 there were 13644 DL's issued to this age group. We project 50% of those drivers will return to DMV to request new licenses without the Provisional restriction. Cost of of materials to produce these duplicates = \$2.00 x 6822. Revenue gained from issuing duplicate = \$15.00 x 6822.

Prepared by: Duane Bannock Phone 269 5008
Division: Motor Vehicles Date/Time 1/20/04 9:19 AM
Approved by: Mike Miller, Commissioner Date 1/20/2004
Agency: Department of Administration



Office of the Chairman

National Transportation Safety Board

Washington, D.C. 20594

JAN 27 2004

Honorable Bruce Weyhrauch
Representative
Alaska House of Representatives
State Capitol, Room 102
Juneau, Alaska 99801-1182

Dear Representative Weyhrauch:

I understand that you have introduced House Bill 213, legislation to implement a comprehensive graduated driver licensing system for young novice drivers in Alaska. This measure provides the opportunity for Alaska to prevent the needless loss of many of its young citizens.

Motor vehicle crashes, which account for 40 percent of all teenage deaths, are the leading cause of death for our teenagers. Novice teenage drivers have a very high crash risk. Young drivers, ages 15 to 20, constitute less than 7 percent of all drivers nationwide, yet they are involved in more than 22 percent of all highway fatalities. In Alaska, young drivers constitute a little more than 7 percent of Alaska's licensed drivers, but they are involved in more than 23 percent of the fatalities that occur on Alaska's roads.

There are several similarities in fatal crashes involving young novice drivers. The drivers and passengers frequently are not belted, the cars are loaded with the drivers' peers, and often there is a deadly combination of inexperience and immaturity. When night driving is added to the equation, crash risk increases dramatically.

Young drivers do only 20 percent of their driving at night, but over 50 percent of their crash fatalities occur during nighttime hours. Among young novice drivers, 41 percent of motor vehicle deaths occur between 9:00 p.m. and 6:00 a.m. Nighttime outings tend to be recreational, and even teens who usually follow all the rules can be easily distracted.

Research indicates that nighttime restrictions can reduce young novice driver crashes during restricted hours by up to 70 percent. New York achieved a 69 percent reduction in crashes involving teenage drivers during the hours that the nighttime driving restriction was in effect. Other States have also seen reductions in young novice driver crashes during restricted hours.

Young drivers also pose a greater risk when carrying passengers, especially teen passengers. A study of Kentucky drivers found that young drivers have an increased propensity for causing single-vehicle crashes when traveling with peers and that the propensity for single-vehicle crashes

increases with the number of people in the vehicle. A separate study estimated that a nationwide adoption of passenger restrictions for all 16- and one-third of 17-year-old drivers would result in 60 to 350 fewer deaths per year.

These crashes are preventable, and legislative measures have been successful in other States to reduce both crashes and fatalities. The Safety Board recommended in 1993 that Alaska and other States implement a comprehensive graduated driver licensing system, including a nighttime driving restriction during the driver's first year. In 2002, the Board added a recommendation that young passengers be prohibited from carrying more than one passenger under age 20 unless accompanied by a supervising driver who is at least 21 years old. For additional information about the Board's position on graduated driver licensing and the evidence that supports our recommendations, please see the enclosed fact sheet.

The Safety Board believes an effective combination of tough, fair laws, vigorous enforcement, and intensive, targeted educational campaigns is needed. We are so convinced of the lifesaving benefit of these actions that we have included graduated licensing recommendations on our list of "Most Wanted" safety improvements. Graduated licensing, including a nighttime driving restriction, is one of the most effective actions that the Alaska Legislature can take to save both young lives and the lives of others involved in crashes with young drivers.

I hope that the Alaska legislature will act promptly on House Bill 213 to provide the best possible protection for people when they are riding in a motor vehicle. The Safety Board is available to support your efforts on this and other highway safety initiatives by testifying on legislation or meeting with legislators or advocacy groups. Please contact Mr. Kevin Quinlan, Safety Advocacy Division Chief, at (202) 314-6175, if we can be of assistance to you. For your information, Mr. Quinlan will be in Juneau on February 12, 2004, and would be available to meet with you about your legislation.

Sincerely,



Ellen Engleman Connors
Chairman

Enclosure

cc: Ms. Cindy Cashen, Executive Director
MADD Juneau Chapter



National Transportation Safety Board

Safety Information

Washington, D.C. 20594

GRADUATED DRIVERS LICENSE *FACT SHEET*

The Recommendation

- The National Transportation Safety Board recommends enacting laws to provide for a three-stage graduated licensing system for young novice drivers, and restrict young novice drivers with provisional or intermediate licenses (second stage), unless accompanied by a supervising adult driver who is at least 21 years old, from carrying more than one passenger under the age of 20 until they receive an unrestricted license or for at least 6 months (whichever is longer).
- The National Transportation Safety Board recommends enacting laws that prohibit driving by young novice drivers between certain times, especially midnight to 5 a.m.
- The National Transportation Safety Board recommends enacting legislation to prohibit holders of learner's permits and intermediate licenses from using interactive wireless communication devices while driving.

The Problem

- Traffic crashes are the leading cause of death among teenagers today.
- While teen drivers comprise about 6.6% of the driving population, they comprise more than 14% of the drivers involved in fatal crashes. And more than 22% of all highway fatalities occur in crashes involving teen drivers.
- In the past 5 years, more than 16,000 (16,656) people died in crashes involving 14-to -17-year-old drivers.
- 16-year-old drivers driving alone are more than twice as likely to be involved in a fatal crash as older drivers.
- 16-year-old drivers are almost 5 times as likely to be in a crash when traveling with peer passengers.
- Passengers riding with young teen drivers are especially at risk; two-thirds of the fatally injured passengers in these teen driver crashes were teenagers themselves (between ages 15-19).
- The risk of a crash increases greatly with each additional teen passenger riding with a young teen driver.
- Studies from nearly a dozen States show that deaths and serious injuries from traffic crashes involving young drivers declined by as much as 58 percent following enactment of graduated licensing provisions (depending upon the provisions of the law).

Effective Actions

- **Learner's Permit**
 - 6 month minimum holding period (without an at-fault crash or traffic violation)
 - Supervised driving requirement with supervising driver age 21 or older
 - Require seat belt use by all passengers in all seating positions
 - Prohibit driving with any measurable blood alcohol level
 - Prohibit cell phone use by drivers with a learner's permit

- **Intermediate (provisional) Permit**
 - 6 month minimum holding period (without an at-fault crash or traffic violation)
 - Nighttime driving restriction (especially between midnight and 5 a.m.)
 - Teen Passenger restriction (none or 1)
 - Require seat belt use by all passengers in all seating positions
 - Prohibit driving with any measurable blood alcohol level
 - Prohibit cell phone use by drivers with a provisional permit

- **Full licensure**
 - Require seat belt use by all passengers in all seating positions
 - Prohibit driving with any measurable blood alcohol level by all drivers under age 21.

Robin Near

From: "Robin Near" <rnear@alaska.net>
To: <Linda_Sylvester@legis.state.ak.us>
Sent: Monday, January 26, 2004 7:16 PM
Subject: HB213

Dear Representative Weyrauch,

Having lived in AK for almost 33 years, I have known several families devastated by the deaths of their loved ones in vehicular accidents. Many involved teenagers who were inexperienced and not ready to drive. I raised two boys here and gladly paid for approved driver's training courses before allowing them to drive. Even that didn't seem enough. I am appalled that anyone 16 years of age can obtain a driver's license with no education or driving experience...all they need do is pass a simple written and driving test.

Your bill regarding a Graduated Driving License makes tremendous sense to those of us who know that the way one learns to become a good driver is *only by time & experience*. No one should learn such a complex skill by practicing on other drivers. It's time our state took responsibility for safer roads for all, by making youthful drivers regard driving for what it really is; a *serious responsibility!* The best way to guarantee this, is for youth to earn the privilege thru a series of checks. Thirty five other states have proven that it works by lower death and injury rates. What in the world are we waiting for? I hope your cohorts realize how many lives could be saved and how much needless suffering could be avoided by implementing a graduated drivers license law. Thank you for your insight and willingness to try and make a big difference for families in Alaska.

Sincerely, Robin Near
P.O. Box 80847
Fairbanks, AK 99708

1/26/2004

January 26, 2004

Pete Eagan
699 Yak Road
Fairbanks, AK 99709

Re: HB 213

Rep. Bruce Weyhrauch
Capitol Building
Juneau, Alaska 99801

Dear Representative Weyhrauch:

I am a life-long Alaskan (49 years), and am familiar with many a tragedy on our highways and roads. Thank you for introducing HB213. I believe that it is a very good bill. Some opponents might argue that it will be an inconvenience for families with young drivers, but our families' lives are certainly worth a little inconvenience.

Motor vehicle crashes are the leading cause of death for 15-18 year olds. Statistics in other states have clearly shown a significant reduction in the number of accidents and fatalities in the teen driving ranks following the institution of similar GDL legislation. It makes very good sense to phase in full driving privileges over a relatively short period of time. Experience can be rapidly gained while the young driver is free of many distractions that are currently the norm (e.g. late hours, rowdy peers in the vehicle, possible underage drinking, etc.).

This is a very sound and responsible bill. I heartily support it, and I hope that our Interior legislators do too.

Sincerely,

PETE EAGAN

Pete Eagan
451-5462 w
455-4793 h

[Fwd: Limiting Teenaged Drivers]

Subject: [Fwd: Limiting Teenaged Drivers]
Date: Fri, 23 Jan 2004 10:03:41 -0900
From: Bruce Weyhrauch <Representative_Bruce_Weyhrauch@Legis.state.ak.us>
Organization: Alaska State Legislature
To: Linda Sylvester <Linda_Sylvester@legis.state.ak.us>

Subject: Limiting Teenaged Drivers
Date: Mon, 19 Jan 2004 03:17:29 +0000
From: "Jeanne Baker" <skreech29@hotmail.com>
To: Representative_Bruce_Weyhrauch@legis.state.ak.us

Mr. Weyhrauch;

A friend of mine suggested I contact you regarding this state's young drivers. I work for the local electric company as a meter technician. I am on the road all day every day reading meters and connecting and disconnecting electricity. I drive in town on busy streets, on the highways and on low traffic country roads, flats and hills. I am on the road in every weather condition Mother Nature can come up with. My job puts me in contact with many, many other drivers, young ones, old ones, good ones and bad ones. I cannot tell you how many times I have yielded to young drivers in order to avoid an accident, even though I had right of way. I have been cut off, nearly run off the road and been the recipient of many rude gestures when I honk to let a fellow driver know that he is a little too close or has not yielded when he was supposed to. The majority of these incidents have been young men, although there have been a few mature men, a few girls and women. Most older drivers are slower, but stay in the slow lanes and stay home in bad weather.

I have 2 grown children and did allow them to drive at 16 years old. I did not, however allow them to transport a car full of kids, only an occasional one in an emergency, and they had curfews. They had to drive a full summer before I even thought of allowing them on the road. I used to take them to the school parking lot only when it was totally clear and have them slam on the brakes so they could learn how it felt if they skidded on the highway. We were only going about 20 MPH...but the effect was there. All this was done in a conscientious way so as to assure that they would not be a hazard on the road. They are in their mid-thirties now and have each had one speeding ticket, both in high school, and are very good drivers today.

I truly believe that if a program limiting teenaged kids was in effect, it would make the roads much safer for everyone. Of course, there would have to be stipulations for working teens...but the majority would be restricted in some ways. I really think this would give them a chance to mature a little bit and be a better driver and less of a hazard on the public roadways.

Sincerely,

Jeanne L. Daniel

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<http://wine.msn.com/>

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Monday, January 26, 2004

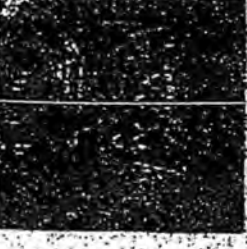
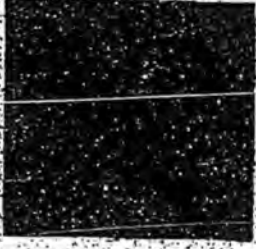
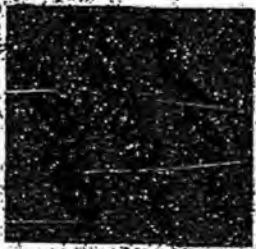
Bill proposes limited driving for teens

By AMY MENEREY-Frontiersman reporter

MAT-SU -- A Juneau representative, backed by Mothers Against Drunk Drivers, has introduced a bill in the Legislature that would add a third step to licensing of young drivers.

Rep. Bruce Weyhrauch recently introduced House Bill 213, Provisional Driver's License. The bill creates a three-tiered system in which young drivers would pursue a full, unrestricted driver's license. The current Alaska law requires drivers under the age of 18 to hold a learner's permit for six months before testing for a full driver's license. Under HB 213, a graduated system would be enacted that begins at 14, as the current system does, when a teen-ager is eligible to apply for a learner's permit. At the age of 16, however, when drivers can currently receive a full license, the young driver would be issued a provisional license that includes verification of driving experience, limits the hours of driving and eliminates other teens in the vehicle.

The proposed bill is based on the Graduated Driver Licensing System, a program developed by the U.S. Department of Transportation's National Highway Traffic Safety Administration to give young drivers more time to learn how to operate a vehicle. More than 40 U.S. states have already adopted some form of graduated licensing, although each state's conditions vary to some degree. The first is a supervised learner's phase, lasting a minimum of six months, as Alaska law now requires. Some systems,



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such as the one proposed by Wehrhauich, also require a certain number of hours that a teen-ager has to drive to reach the next level -- similar to accumulating a number of supervised flight hours before flying an airplane solo. Wehrhauich's proposal requires a parent or guardian's certification that the youth has acquired at least 50 hours of driving experience, 10 of which are nighttime hours.

Numerous reports, including Alaska Department of Transportation's Alaska Traffic Accidents report, indicate that teens are involved in more collisions than any other age group. According to ATA's 2001 report, drivers between the ages of 14 and 20 were involved in 4,457 collisions, with driver injuries occurring in 706 of those collisions and seven fatalities. Alcohol and drug abuse, lack of experience and distractions are the leading cause of these collisions.

Riz Arbelovski, Valley mother of two teen drivers, agreed that many 16-year-olds lack the experience and judgment needed behind the wheel. "I feel my kids right now are not as responsible as I was at that age," Arbelovski said.

The intermediate step in graduated licensing allows teens more hours of unsupervised driving, but only in less risky situations by limiting hours of driving and the number of passengers. California was the first state to ban teen-age passengers altogether, according to the Insurance Institute for Highway Safety's October report, "Graduated Licensing: A Blueprint for North America." The bill applies to the first six months of a 12-month intermediate phase, unless an adult is present in the car. Wehrhauich's bill proposes limiting passengers in this phase to only a parent or one person 25 years of age or older. For some parents this idea is not so appealing.

"It might be a difficulty for some people," said Adel Kuiper, a Wasilla mother who depends on her older children for transportation of their younger siblings.

"Yes," agreed Arbelovski, "I could see maybe two passengers."

For many teens the privilege of driving is tied into those responsibilities.

"The whole point of us driving is so we can pick up our brothers and sisters, and run errands for our parents," said Kupar's 14-year-old daughter Honnah, who also said she was looking forward to the responsibility.

Full-privilege licensing becomes available when conditions of the first two stages are met. This usually means the driver has incurred no violations or accidents during the first two phases. Under HB 213, a teen-ager could apply for a full unrestricted license after 12 months of issuance of a provisional license, as long as they have not had any traffic citations or convictions for at least six months before the application.

According to the IIHS report, though many states and provinces have adopted portions of the graduated licensing system, there is too much variation between them. The report rates each state as either poor, marginal, acceptable or good, in their new licensing requirements. Alaska was among 10 states rated as marginal, in the company of South Dakota, Nevada, Minnesota and Kentucky, to name a few. Rated poor by IIHS were Arizona, Hawaii, Kansas, Montana, Oklahoma and Wyoming. Twenty-six states were rated acceptable, and nine received the top rating of good.

Graduated licensing is supported by many organizations, including the American Association of Motor Vehicle Administrators, The Centers for Disease Control and the American Academy of Family Physicians. Information about HB 213 can be found at www.akrepublicans.org/weyhrauch/23/spst/weyh_hb213. More information about graduated licensing can be found on various Web sites, including IIHS, at www.iihs.org/safety_facts/state_laws/grad_license.htm, or www.hwysafety.org/

[safety_facts/qanda/Images/grad_lic.pdf](http://www.hwysafety.org/safety_facts/qanda/Images/grad_lic.pdf).

CS for HB 213 (TRA)

The following are changes made in version X

1. Page 1, Line 12
Delete: "50 hours"
Insert: "40 hours"

In the section of the bill that deals where the parent, guardian or employer 'certifies' to the department that the applicant has acquired a requisite amount of driving experience. This occurs once the applicant has passed their road test and is about to be issued their provisional license.

Here's the practical application of this change:

40 hours = 6.6 hours of driving per month for 6 months.
or 1.6 hours each week for 6 months.

50 hours = 8.3 hours driving per month for 6 months.
or 2 hours each week for 6 months.

By reducing the number of hours a parent must certify to is a practical accommodation for Alaskans who live in the less populated areas, and it might be more realistic.

South Dakota, a state comparable to Alaska in both population and urban/rural character has adopted 40 hours for its drive time certification.

-
2. Page 1, Line 13
Note this insertion: "including at least 10 hours of driving in progressively challenging circumstances, such as driving in inclement weather and nighttime driving."

This change is modification is added in response to comments that nighttime driving might not be the greatest challenge a novice Alaskan driver is likely to encounter. This modification also makes the GDL statute uniquely Alaskan.

-
3. Page 2, Line 26
Delete: "25"
Insert: "21"

This section of the bill deals with exceptions to the Provisional License's restriction on driving in the middle of the night. Paragraph (A) exempts the novice driver from the nighttime restriction if accompanied by a person who is at least 21.

4. Page 2, Line 29
Insert: "within the scope of"

This section of the bill deals with exceptions to the Provisional License's restriction on driving in the middle of the night. Paragraph (A) exempts the novice driver from the nighttime restriction if accompanied by a person who is at least 21.

-
5. Page 2, Line 31
Adds: new paragraph (c)

In response to concerns that HB 213 might infringe upon the hardship license or off-systems restriction on a license, paragraph (c) was added to be very, very clear about the bill's intent.

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB213
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Part-time						
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< 88.7 > Revenue + $\frac{6822 \times 2.00}{13,644.00}$ cost

Prepared by: Duane Bannock Phone 269 5008
 Division: Motor Vehicles Date/Time 1/20/04 9:19 AM
 Approved by: Mike Miller, Commissioner Date 1/20/2004
 Agency: Department of Administration

DAIMLERCHRYSLER



GET ROAD READY



A PARENT'S GUIDE TO SAFELY EASE TEENS INTO DRIVING

ROADREADYTEENS.ORG



DAIMLERCHRYSLER

FACTS PARENTS AND TEENS SHOULD KNOW ABOUT DRIVING



- Motor vehicle crashes are the number one killer of teens.¹
- One out of every five 16 year-olds will be involved in a motor vehicle crash.²
- More than 300,000 teen passengers and drivers, ages 16-20, were injured and nearly 6,000 died as a result of vehicle crashes in 2002.¹
- 36% of all teen driving deaths are alcohol related.¹
- Teens are less likely than other drivers to wear seat belts.³

This shocking reality is due mostly to two factors — driver inexperience and maturity level behind the wheel. With so many teens being injured or killed on our nation's roadways, teen driving safety has become a national priority and a top concern for parents according to a survey recently commissioned by DaimlerChrysler.⁴

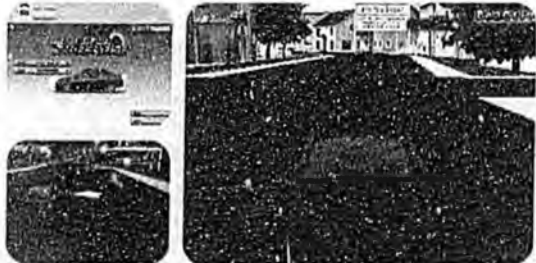
ROAD READY TEENS

ROAD READY TEENS IS AS EASY AS...

READY to teach your teen to drive? Implement *Road Ready Teens* in your home.

SET the driving ground rules, and enter into a *Parent-Teen Road Rules Contract*. (Find it on page 11 and online at www.roadreadyteens.org.)

GO online to www.roadreadyteens.org with your teen for more information and to check out the *Road Ready StreetWise* video game.



ACTUAL SCREENSHOTS FROM ROAD READY STREETWISE

POWERED BY



Tangent.

Road Ready Teens offers a simple set of steps for parents to implement in the home to help ease teens into driving. Based on research and principles advocated by the nation's top safety organizations, the program's tips and tools help teens gain the necessary driving experience and maturity behind the wheel *before* tackling high-risk driving situations.

Road Ready Teens recommendations build upon laws that are already on the books in most states, as well as on the skills and principles teens often learn in driver's education courses.

The *Road Ready Teens* program guides parents on how to incorporate proven, lifesaving strategies into their teens' beginning driving stages.



Vehicle crashes
are the number one
killer of teens.

THE ROLE OF PARENTS

Sure, parents want teens to have their freedom, and teen drivers can be helpful when it comes to family driving responsibilities. But teens first need to become *safe* drivers, which requires extensive practice and experience.

While driver's education and state licensing laws provide the foundation for learning, it is essential that parents take an active role in teaching teens to drive. Research shows that when parents take an active role in their teens' driving education and set certain driving guidelines, their teens' chances of being in a crash can be reduced by up to one-third.⁷ Reducing teens' chances of being in a crash helps protect their lives and prevents costly medical bills and increased insurance rates.

AS A PARENT YOU CAN:

implement *Road Ready Teens* in your home.

Review the recommendations, set the guidelines and personalize the *Parent-Teen Road Rules Contract* with your teen. Require your teen to log on to www.roadreadyteens.org to play *Road Ready StreetWise*, a state-of-the-art video game that is challenging, exciting and helps teens better understand the risks they face in their early driving years.

Talk with your teen about the privilege of driving and the risks that come with being behind the wheel. Experience will help your teen become a safer driver and help them recognize the risks other drivers pose. By knowing and understanding these risks, teens are one step closer to becoming safer drivers.

Know the laws.

The *Road Ready Teens* program builds on the laws in most states. Make sure you and your teen know your state's laws for young drivers. Those who are unsure can visit *Road Ready Teens* online at www.roadreadyteens.org to link to their state's driver's licensing Web site.



Be a good role model.

Teens look to their parents for guidance and as role models behind the wheel. Teach your teen to be a safer driver by modeling safe driving. Follow all traffic laws and always buckle up in the front and back. Never drink and drive.

Choose the right vehicle for teen drivers.

Turn to the experts for advice or more information by visiting www.aaapublicaffairs.com or www.nhtsa.dot.gov.

KNOW THE RISKS AND START EARLY...

Teen crashes can be prevented. Studies prove that many teen crashes are caused by distractions such as other teens in the vehicle, talking on cell phones, listening to loud music, or eating and drinking. Alcohol and speeding also are factors in many teen crashes. Another risk is a lack of experience driving at night and in adverse weather, when visibility is reduced and reaction time is slowed.

Research shows that when parents take an active role in their teens' driving education and set certain driving guidelines, their teens' chances of being in a crash can be reduced by up to one-third.

Buckle Up!

Data shows that the single most effective way to reduce the chance of death or injury in a crash is by using a seat belt.⁸ Unfortunately, teens have the lowest rate of seat belt use when compared with other age groups.⁹ Therefore, it's important that you communicate to your teen that seat belt use by all occupants – front seat and back – is required at every level of driving.

Dangers of Impaired Driving

Research also shows that during a typical weekend, an average of one teen dies per hour in a motor vehicle crash and 45% of these crashes involve alcohol.¹⁰ Make it clear to your teen that drinking alcohol or using drugs and then driving is unacceptable. Teens should never drink and drive or ride with someone who has been drinking.

Restrict Teen Passengers

Research shows that teen drivers, ages 16 and 17, driving with even one teen passenger are one and a half times more likely to be involved in a crash than when driving alone. With two teen passengers in the vehicle, the risk more than doubles. With three or more teen passengers, it's three to five times more likely that teens will be involved in a crash than if they were driving alone.¹¹ That's why you should limit the number of passengers with whom your teens drive.

START EARLY.

Set driving ground rules in the beginning to help your teen learn to drive and gain experience. In the early stages of driving, work with your teen to determine limits that everyone can live with. Slowly introduce him/her to high-risk driving situations such as bad weather, nighttime driving, heavy traffic, and highway driving.

The following guidelines are recommended by safety experts and have been proven to not only lessen the risks among teen drivers, but also to help them learn to drive more safely.

Some states have some or all of these guidelines in place referred to as Graduated Driver Licensing. Other states have no system that allows new drivers to learn within a more controlled and safer structure. Even if your state's laws do not incorporate all of these guidelines, as a parent, you can set "house rules" that offer more protection than your state's laws. The guidelines include three stages: the Learner's Permit level, the Intermediate Driver level, and the Full Driver level.



LEARNER'S PERMIT LEVEL

START: age 16
DURATION: 6 months
EDUCATION: • enroll in driver's education
• 50 or more hours of practice
• progressive challenges

In the Learner's Permit level, it is recommended that you:

- Start your teen's adult-supervised driving practice no earlier than age 16
 - The Insurance Institute for Highway Safety recommends that parents wait until teens turn 16 before allowing them to get a learner's permit. While many states allow teens to get their learner's permit before age 16 in an effort to make them safer drivers, this practice may, in fact, increase risk. A study of fatal crashes of 15 year-olds in states where permits are allowed at this age found that three out of four beginners were driving without the required adult supervision.¹²
- Stay at this level at least six months
 - Making the Learner's Permit level last a minimum of six months allows you to have more supervised practice time with your teen and helps ensure better driving skills.
- Consider enrolling your teen in a driver's education course
- The nation's top safety organizations recommend at least 50 hours of practice driving time with your teen, including driving at night and in progressively challenging circumstances, such as inclement weather and heavy traffic.





INTERMEDIATE DRIVER LEVEL

- START:** age 16.5
DURATION: 18 months
LIMITS:
- privileges end at 9 or 10 p.m.
 - no. of teens w/o adults in car
 - no cell phone use

In the **Intermediate Driver level**, it is recommended that you:

- Start this phase no earlier than age 16 and a half and keep your teen at this level until age 18
 - Research shows that driving inexperience and immaturity contribute to the high crash rate of young drivers.¹³ Both of these factors can be addressed by waiting to give teens full driving privileges.
- End driving privileges at 9 or 10 p.m., with exceptions made for driving to and from necessary work- and school-related activities
 - Research shows that 50% of fatalities that occur with a teen at the wheel happen after dark, even though most teen driving occurs during daylight hours. More than 75% of those nighttime crashes by 16- and 17-year-old drivers occur between 9 p.m. and midnight.¹⁴
- AAA recommends that for the first six months, teens should not drive with teen passengers, except for family members. After that, limit teen passengers when there is no adult supervision.
- Restrict cell phone use and other distractions while the vehicle is in motion
- Require that your teen keep a clean driving record throughout the Intermediate Driver level

Remember, you can require that your teen repeat a level if a rule is ever broken.



FULL DRIVER LEVEL

- START:** age 18, after first 2 levels
PRINCIPLES: follow rules learned in other levels

After successfully completing the first two levels, your teen graduates to the **Full Driver level**. At the Full Driver level, teens have complete driving privileges as provided by the law. However, all drivers at this level should follow the sound principles learned in the Learner's Permit and Intermediate Driver levels:

- Always wear seat belts and insist that passengers do the same
- Never drink or use drugs and then drive
- Limit distractions in the vehicle
- Never speed
- Obey all other rules of the road

At this level, you should feel comfortable knowing that your teen is mature and experienced enough to drive safely. However, if you still feel uncomfortable with some aspects of your teen's driving, consider continuing some of the guidelines outlined in the Intermediate Driver level.

YOU HOLD THE KEYS!

Parents can and should set the rules. If at any time your teen driver violates the driving rules agreed upon or receives a traffic citation, you should consider waiting before moving him/her to the next level.

In addition, consider one of the following consequences:

- Suspend your teen's driving privileges for a predetermined period of time
- Restrict your teen to driving only to and from necessary work- or school-related activities

Also, do not be afraid to say no if you think your teen has not had enough driving experience or is not mature enough to move to the next driving level. Your main priority is teaching safe driving habits to help ensure that your teen will be as careful and protected as possible.

For more information on helping your teen learn to drive, contact your local AAA club or call 1-800-327-3444 and ask for a copy of *Teaching Your Teen to Drive*.

CREATE A PARENT-TEEN CONTRACT

Create your own *Parent-Teen Road Rules Contract* based on the recommendations in this guide, which are proven to keep young drivers safe. (These recommendations are listed in the previous section.) We know parents need flexibility when they teach their teens to drive. However, be aware that if you relax the restrictions, the risk to your teen will increase. Together, you and your teen can fill out the *Parent-Teen Road Rules*

Contract or check out the interactive version, which can be customized, at www.roadreadyteens.org.

Post the contract on the refrigerator or bulletin board. Put a copy in the car. Refer back to it. Then there's never any question about the terms of the contract.





ROAD READY
TEENS.ORG

Parent/teen agreement

Beginning on _____ (insert date), I, _____ (parent/guardian), agree to implement *Road Ready Teens* and work with _____ (teen's name) so he/she understands the risks he/she will face when he/she begins to drive. I agree to provide him/her with the necessary experience to become a better, safer driver.

I, _____ (teen's name), agree to follow the *Road Ready Teen's* guidelines established with my parents and if I break any provision, I understand that my parents will restrict my driving privileges.

I will always wear my seat belt when driving and insist my passengers do the same. If I break this rule, I understand that my driving privileges will be revoked for a period of _____ (no. of days/months).

I agree never to drink or use drugs and then drive, and I will never ride with someone who has been drinking. If I break this rule, I understand my driving privileges will be revoked.

During the Learner's Permit level, I, _____ (teen's name), agree to the following:

I will obey ALL traffic laws.

I will maintain a clean driving record, including no traffic violations or crashes. I understand that violations may result in my parent(s) revoking my driving privileges.

I will attend and complete a driver's education course, if required.

I will only drive when a parent/guardian is in the vehicle.

I will complete at least 50 hours of regularly scheduled driving practice time with _____ (parent/guardian), which includes some practice at night and in progressively challenging circumstances, over the next six months.

During the Learner's Permit level, I, _____ (parent/guardian), agree to the following:

I agree to supervise _____ (teen's name) during at least 50 hours of regularly scheduled driving practice time, including some practice at night and in progressively challenging circumstances, over the next six months.

I will be a good driving role model for my teen.

I will consider enrolling my teen in a driver's education course.

Once _____ (teen's name) has successfully completed the Learner's Permit level, he/she will move to the Intermediate Driver level.

During the Intermediate Driver level, I, _____ (teen's name), agree to the following:

I will obey ALL traffic laws, and I will require anyone who rides with me to do the same.

I will maintain a clean driving record.

I understand that if I get a ticket or am involved in a crash, my parents have the right to revoke my driving privileges.

I will drive with no more than _____ teen passengers in the vehicle (excluding siblings).

I agree that I will not drive between the hours of _____ and _____, unless returning from necessary work- or school-related activities.

I agree to call home if I am going to be out past _____ (time).

I will pull over to a safe place to make or return a call.

I will keep music at a level that allows me to hear traffic, horns and sirens while I am driving.

During the Intermediate Driver level, I, _____ (parent/guardian), agree to the following:

I will require that _____ (teen's name) obey all agreed upon responsibilities listed above.

I agree to pick up _____ (teen's name) if he/she calls for a ride at any time, day or night.

I promise to wait until the next day to discuss the situation.

I, _____ (teen's name), agree to pay for tickets for any traffic citations.

(Parent/guardian)

(Date)

(Teen)

(Date)



DAIMLERCHRYSLER

Road Ready Teens was created by DaimlerChrysler with help from AAA, Mothers Against Drunk Driving (MADD) and the National Safety Council (NSC) and is based on research presented at the NSC's Symposium on Graduated Driver Licensing.

DaimlerChrysler would like to thank the following safety organizations that offered guidance and editorial review of the *Parent's Guide*: AAA, MADD, the NSC, the Insurance Institute for Highway Safety (IIHS) and the National Highway Traffic Safety Administration (NHTSA). For more information on the research behind teen driving risks and the guidelines proposed in this guide, please refer to the National Safety Council's *Family Guide to Teen Driving Safety*, available online at www.nsc.org.

Log on to www.roadreadyteens.org to find links to your state's driving laws, research and statistics, and information on safer driving.



Visit the following Web sites for additional information on driving safety and teen driving:
www.aaapublicaffairs.com www.madd.org www.nsc.org www.iihs.org www.nts.gov
www.nhtsa.dot.gov www.trafficsafety.org www.noys.org

SOURCES REFERENCED IN THIS PUBLICATION:

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- 3 FARS, 2002
- 4 CDC, 2000
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- 11 Prusser, D.F.; Williams, A.F.; Zador, P.L.; and Blomberg, R.D. 1984. The effect of curfew laws on motor vehicle crashes. *Law and Policy* 6:115-28.
- 12 Williams, A.F.; Prusser, D.F.; Ferguson, S.A.; and Ulmer, R.G. 1997. Analysis of the fatal crash involvement of 15-year-old drivers. *Journal of Safety Research* 28:49-54.

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MARTI GREESON, far right, executive director of Mothers Against Drunk Driving Anchorage, presents the official charter to the MADD Fairbanks chapter during their meeting Wednesday evening in the Fairbanks Community Food Bank. Accepting the charter is Linda Pierson, holding the plaque, with Brenda Sadler on the left and Sandi Trumbower on the right. Also present, from far left, is Asa Dowdy, Christi Rowinski, Pete Eagan, Barbara Dowdy, Joe Joseph and Perry Williamson.

MADD ready to start work on agenda

Group meets for first time as official chapter

By MARY BETH SMETZER
Staff Writer

Over the past 10 months, a wide cross-section of MADD Fairbanksans have been busy educating themselves about alcohol and the community.

"We had to answer 49 questions about our community, talk to the district attorney and find out about the different components of drunk driving," said Brenda Sadler, president of the local chapter of Mothers Against Drunk Driving.

But it didn't stop there. Members learned legal terminology, statutes and laws dealing with driving under the influence and about other community organizations dealing with alcohol-related issues.

All of the background work paid off on Wednesday evening, when the revitalized Fairbanks Chapter officially received its national charter.

Statewide chapters

The Fairbanks Chapter of MADD is the fourth independent Alaska chapter determined to stop drunken driving. Juneau, Anchorage and Mat-Su are also chartered chapters.

Mothers Against Drunk Drivers was started on a national level in 1980 by a mother whose 14-year-old daughter was killed by a drunken driver.

Anchorage's, the longest lived state chapter, was begun in 1981 by June Gerish after her two grandsons, walking by the side of the road, were run down by a drunken driver, said Marti Greeson, Anchorage MADD executive director, who



Sam Harrel/News-Miner

NEWLY MADD—Brenda Sadler, president of Mothers Against Drunk Driving Fairbanks, opens their meeting Wednesday evening in the Fairbanks Community Food Bank. The Fairbanks chapter has reorganized and is beginning to get their message out to the community.

was on hand for the Fairbanks charter celebration.

Cindy Cashen leads the chapter in Juneau, where her father, Ladd MacCauley, and a co-worker, Richard Martin, were killed.

Clearing the record

Greeson had many facts to share and misconceptions to clear up about the organization.

Many people, said Greeson, have the

Fairbanks 10/23/02

The group is actively studying and working with legislators and local government to formulate public policy on topics such as graduated driver licensing for teen drivers, consistent bar closings statewide and higher penalties for high-risk offenders. Education and prevention programs also are in the works.

mistaken perception that the MADD membership is made up of a lot of angry women.

The opposite is true.

Of the 2 million MADD members, 65 percent are men, and 70 percent are not direct victims of alcohol-related vehicle injuries.

"They are people who realize how serious driving drunk is," she said.

Greeson's dream is that the four chapters will work together on a focused mission to further reduce drunken driving in the state.

Work to do

In 2002, for the first time since the early 1990s, there was a 10 percent reduction statewide in the number of deaths caused by alcohol-related accidents, Greeson said.

But despite the decrease, Alaska still rates second in the nation for alcohol consumption per capita.

A poster board display covered with just one week's worth DUI clippings from the News-Miner's police blotter attests to the prevalence of drunken drivers on community roads.

Sadler, a resource teacher at Badger Elementary School, said she is especially interested and impressed with the educational programs MADD has developed for

use in schools and geared to different grade and age levels.

The group is actively studying and working with legislators and local government to formulate public policy on topics such as graduated driver licensing for teen drivers, consistent bar closings statewide and higher penalties for high-risk offenders. Education and prevention programs also are in the works.

Air Force Master Sgt. Joe Joseph spoke about Eielson's volunteer Airmen Against Drunk Drivers program that has been in operation for a year.

The local MADD chapter is looking for volunteers to become involved in committee work and training for victim support, victim impact, public advocacy, public relations and fund raising.

"We would love to have people who have some time to come and help us out," said Sadler.

MADD has no membership dues, but relies on the generosity of the community and fund raising.

MADD meets at 7 p.m. the fourth Wednesday of the month at the Fairbanks Community Food Bank. For more information, call 374-3008.

Mary Beth Smetzer can be reached at msmetzer@newsminer.com or 459-7546.

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STATESTATS

New Laws for Young Drivers

Motor vehicle crashes are the leading cause of death among U.S. teenagers. More than 3,600 young drivers were killed in 2001, and an additional 337,000 were injured.

Teenage drivers are more likely to drink, use drugs, speed and swerve, and risk rises sharply with each additional passenger. A 16-year-old with three or more passengers is three times more likely to be involved in a fatal wreck than one driving alone.

A number of states have passed laws restricting passengers and others are considering it this legislative session.

Virginia passed a law that limits the number of passengers under the age of 18 in a vehicle driven by someone under 18. A teen is allowed one passenger the first year of driving and two more until the driver turns 18.

Nighttime driving is another area where teens have an increased risk. Forty-one percent of fatal crashes involving teenagers occurred at night in 2001. Illinois lawmakers are considering a bill that would not allow teens to operate a vehicle between 9 p.m. and 6 a.m. It also would allow no more than one passenger, with the exception of siblings. About a third of the states impose nighttime restrictions on teen drivers.

In addition, nearly all states have enacted at least one element of the three-tiered graduated driver's licensing laws (GDL) since the mid-1990s in an effort to reduce the high crash rates of beginning teen drivers. A typical GDL system ranges from the driver's permit stage to full licensure. It imposes requirements on teens that are designed to encourage practical driving experience before they get unrestricted driving privileges.

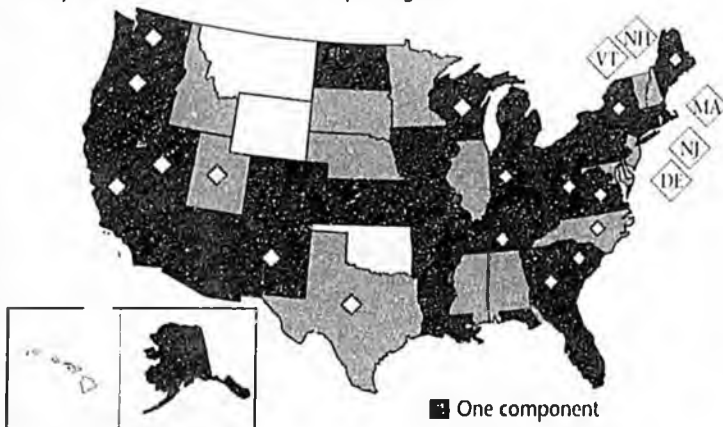
For more information go to nsc.org/gdlsym/index.htm

GRADUATED DRIVER LICENSING LAWS

States have been passing laws that ease teens into driving. The three important components of these GDL laws are:

1. A learner permit for at least six months.
2. A required amount of supervised driving.
3. An intermediate permit restricting night driving.

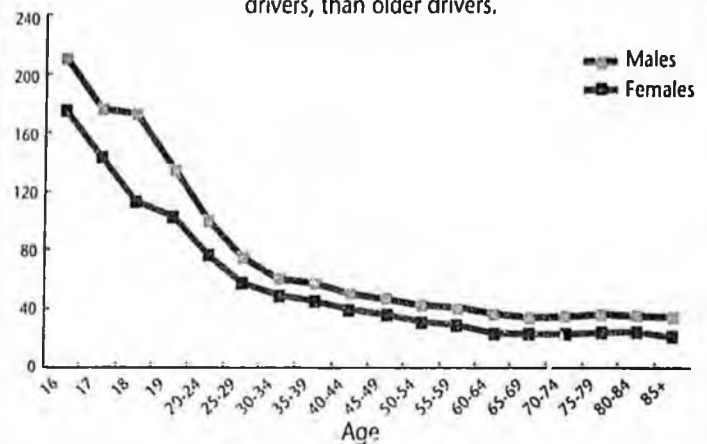
Many states also limit the number of passengers.



Source: National Conference of State Legislatures, December 2002

ACCIDENTS PER 1,000 LICENSED DRIVERS, 2000

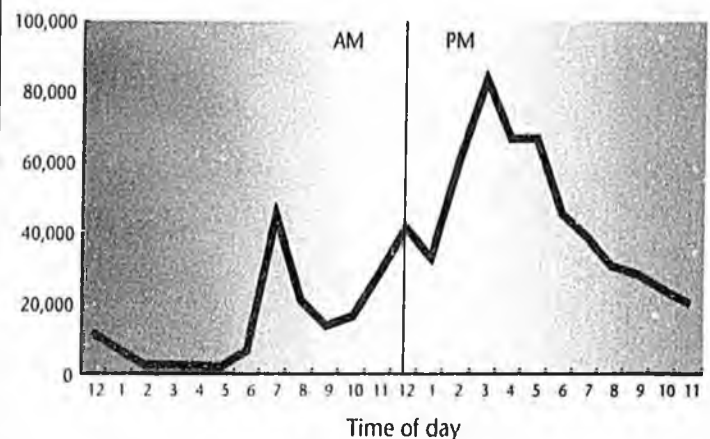
Teenagers, 16 to 18, are involved in more crashes per 1,000 licensed drivers, than older drivers.



Source: Journal of Safety Research, Vol. 34, No.1, National Safety Council, 2003.

WHEN CAR ACCIDENTS ARE LIKELY TO HAPPEN TO TEENS

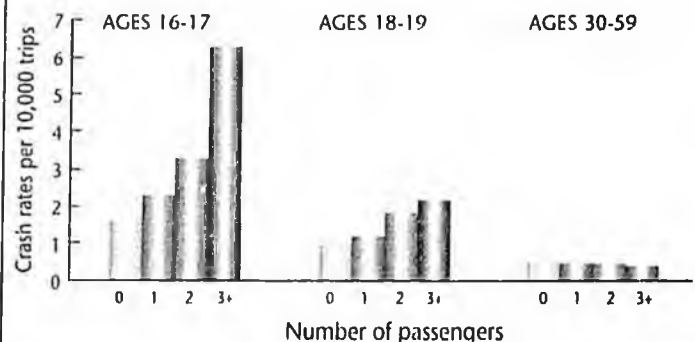
Sixteen- to 17-year-olds are involved in more crashes between the hours of midnight and 5 a.m. than during daytime hours.



Source: Journal of Safety Research, Vol. 34, No.1, National Safety Council, 2003.

TEEN DRIVING WITH PASSENGERS

For teen drivers, the presence of passengers results in higher crash rates per 10,000 trips. As the number of passengers increase, so does the accident rate.



Source: Journal of Safety Research, Vol. 34, No.1, National Safety Council, 2003.





The Best Teachers Never Stop Being Students

***To make sure that we leave no child behind, we must
also make sure that no teacher is left behind.***

Great educators don't happen by accident—they require nurturing each step along the way to realize their potential. Those who supervise, train, and mentor student and beginning teachers recognize the need for strong initial support. Even experienced teachers need guidance to refine their practice in ways that enhance learning for every student. That's why ETS develops innovative, research-driven products and services to help them negotiate the passage from novice to "highly-qualified" professional.

Well-prepared, experienced educators understand the demands of the classroom and the unique challenges our school systems now face, so we're forging partnerships with groups charged with setting and meeting the standards for excellence in education. ETS is committed to support the entire learning enterprise by seamlessly integrating professional development with informative assessments, and dynamic classroom tools to advance learning every step of the way.

After all...it's all about learning.



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*Serving Members in
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AAA Alaska
(800) 391-4AAA

January 21, 2004

House Transportation Committee
House of Representatives
Alaska State Capitol
Juneau, Alaska 99801-1182

Dear Representative:

Among the very important legislation under consideration this session is House Bill 213, an act to implement Graduated Drivers Licensing. AAA strongly supports this bill and we urge your support as well.

Driving is a skill that is learned by doing. Unfortunately it is also an inherently risky endeavor. The premise of Graduated Drivers Licensing is simple and it works -- extend the learning process and reduce exposure to risk and you'll reduce the number of teen crashes. House Bill 213 does this.

This bill has all the components of the most successful GDL systems. It provides for time to learn -- the six-month instruction permit. It provides for behind the wheel experience -- the 50 hours of certified driving experience. It provides for responsibility - six months of citation free driving. And finally -- it removes two major risk factors for novice drivers -- passengers and late night driving.

Please review the enclosed information regarding how injuries, accidents, and fatalities have been reduced with GDL. AAA estimates that through GDL, the state of Alaska over a decade could prevent some 970 injuries, over 3,000 crashes, and save over \$21 million dollars.

The time has come for us to change the way we teach our teens to drive, and people are ready. A recent AAA poll shows that 74 percent of Americans support laws limiting teenage passengers who may ride with inexperienced teen drivers, and that 73 percent of adults think that officials should do more to improve the safety of drivers between the ages of 15 to 19.

You have before you an excellent opportunity to protect teen drivers, their passengers, and all on the road. Please support House Bill 213.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads 'Charity Watt Levis'.

Charity Watt Levis
Manager, Public Relations

enclosures

ANCHORAGE SOUTH

9191 Old Seward Hwy. #20, 99515
TEL (907) 344-4310
FAX (907) 344-4319

FAIRBANKS

3409 Airport Way, 99709
TEL (907) 479-4442
FAX (907) 479-4899



**AAA Projects Prevention of 1.5 Million Crashes
and Savings of Over \$9 Billion
over next decade through
National Adoption of GDL Laws**

	TEN YEAR INJURIES PREVENTED	TEN YEAR CRASHES PREVENTED	TEN YEAR TOTAL COST SAVINGS		TEN YEAR INJURIES PREVENTED	TEN YEAR CRASHES PREVENTED	TEN YEAR TOTAL COST SAVINGS	
Alabama	10,260	32,020	\$223,062,990		Missouri	10,390	32,280	\$225,469,800
Alaska	970	3,020	\$21,077,810		Montana	2,240	6,990	\$48,691,910
Arizona	6,030	18,690	\$130,689,870		Nebraska	4,360	13,580	\$94,702,930
Arkansas	4,710	14,670	\$102,340,600		Nevada	2,790	8,710	\$60,683,380
California*	30,210	93,650	\$651,987,830		New Hampshire	2,350	7,290	\$50,920,750
Colorado	7,480	23,280	\$162,449,270		New Jersey	5,440	16,320	\$116,454,450
Connecticut	3,180	9,780	\$68,732,690		New Mexico	3,480	10,890	\$75,739,690
Delaware	1,120	3,450	\$24,172,500		New York	15,080	46,550	\$326,483,330
D.C.	230	700	\$4,915,760		North Carolina	15,560	48,580	\$338,193,690
Florida	26,690	83,220	\$579,998,340		North Dakota	1,710	5,330	\$37,127,450
Georgia	11,670	36,310	\$253,399,620		Ohio	17,870	55,450	\$387,561,370
Hawaii	1,430	4,420	\$30,911,100		Oklahoma	7,430	23,140	\$161,368,770
Idaho	3,460	10,810	\$75,273,690		Oregon	4,900	15,200	\$106,281,310

Illinois	20,120	62,490	\$436,497,860		Pennsylvania	13,330	41,270	\$288,869,510	
Indiana	10,680	33,160	\$231,665,410		Rhode Island	800	2,420	\$17,161,200	
Iowa	6,950	21,710	\$151,136,000		South Carolina	6,470	20,130	\$140,455,970	
Kansas	7,200	22,470	\$156,493,400		South Dakota	2,140	6,670	\$46,451,940	
Kentucky	6,300	19,540	\$136,583,620		Tennessee	10,530	32,850	\$228,819,010	
Louisiana	6,760	20,980	\$146,683,870		Texas	40,110	125,000	\$871,322,210	
Maine	1,800	5,570	\$38,996,100		Utah	6,590	20,540	\$143,195,450	
Maryland	6,210	19,250	\$134,566,700		Vermont	1,000	3,100	\$21,705,250	
Massachusetts	5,460	16,680	\$117,783,060		Virginia	12,120	38,590	\$265,531,830	
Michigan	14,260	44,150	\$309,076,220		Washington	9,000	27,960	\$195,339,760	
Minnesota	7,830	24,260	\$169,654,660		West Virginia	2,880	8,960	\$62,581,740	
Mississippi	5,140	15,990	\$111,560,420		Wisconsin	10,770	33,490	\$233,729,770	
					Wyoming	570	1,710	\$12,173,900	
TEN YEAR TOTALS	416,060	1,293,270	\$9,029,725,750						



**AAA Projects Prevention of 1.5 Million Crashes
and Savings of Over \$9 Billion Through Nationwide
Adoption of Graduated Driver Licensing Laws;
Improved Driver Education Targeted Next**

Washington, D.C. - 6/5/2001 -- Citing a recent statistical analysis of state Graduated Driver Licensing (GDL), AAA today projected the U.S. could lower tremendous human and economic costs over the next decade by reducing the number one killer of teens – motor vehicle crashes.

The most effective GDL law, and one that AAA endorses, could account for up to 1.5 million fewer crashes, 500,000 fewer injuries, and 500 fewer deaths for 16 to 17-year-old drivers and over \$9 billion in savings over a ten-year period. AAA projections are based on injury and crash data from the National Highway Traffic Safety Administration. The AAA findings conclude that three key provisions are most effective in reducing teen crashes: nighttime driving restrictions, passenger restrictions, and incentives for staying crash and conviction free. AAA also said that learner's permit provisions play an important role in preventing crashes. States with strong GDL laws can expect a 15% reduction in crashes and 15% reduction in injuries and a 2.5% reduction in teen deaths.

The findings were released as part of a progress report on AAA's Licensed to Learn: A Safety Program for New Drivers. Launched nationally in 1997, Licensed to Learn is the most comprehensive program nationwide to curb novice driver crashes. LTL advocates an integrated system for raising public

-more-

awareness about teen crashes and improving state licensing laws through passage of GDL. Additionally, LTL advocates focusing attention on the need to improve the quality and availability of driver education and training through uniform national curriculum standards and instructor qualifications.

Since the introduction of Licensed to Learn, the number of states with GDL laws has climbed from 8 to 44, plus the District of Columbia, due to AAA's involvement. In releasing the findings, Susan Pikrallidas, AAA's Vice President of Public Affairs, credited the dramatic increase to dedicated efforts at the state level.

She cautioned, however, that there is still much to accomplish. "We want the strongest laws possible. That is why today, AAA and its partners ask all states to examine their GDL measure and to make the necessary changes that we now know will make a difference," Pikrallidas said.

As North America's largest motoring and leisure travel organization, AAA provides its members with travel, insurance, financial and automotive-related services. Since its founding in 1902, the not-for-profit, fully tax-paying AAA has been a leader and advocate for the safety and security of all travelers.

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Graduated Driver Licensing (GDL)

Note: References shown by number in parenthesis following statistic. Full references listed at end.

Overall Effectiveness:

- With varying lengths of learner phases (LPs), studies have shown that GDLs are effective in reducing teen crash rates:
 - California: 5% reduction with 6 week LP (1)
 - San Diego, California: 20% reduction with 6 month LP (2)
 - Connecticut: 22% reduction with 3-6 month LP (3)
 - Kentucky: 32% reduction with 180 day LP (4)
 - Michigan: 25% reduction with 50 hour LP (5)
 - Ohio: 11% reduction with 6 month LP (6)
 - New Zealand: 7% reduction with 6 month LP (7)
 - North Carolina: 27% reduction with 12 month LP (8)
 - Nova Scotia: 24% reduction with 6 month LP (9)
- GDL has also been shown to be effective in reducing injury/fatality crash rates:
 - Michigan: 24% reduction (5)
 - Florida: 11% reduction (10)

Passenger Restrictions (PRs):

- Compared to other age groups, fatal crashes are more likely to occur when 16- and 17-year-old drivers had male passengers, passengers aged 20 to 29, and teenaged passengers (11)
- For drivers aged 16 and 17, the risk of death per 10 million trips with 3 or more other passengers was more than 2 and ½ times greater when compared to without passengers (11)
- 16-year-old drivers with passengers, compared to drivers of aged 30-59 with passengers, were 4.72 times more likely to be involved in a fatal crash (12)
- New Zealand: After PRs were implemented, a 9% reduction in proportion of crashes involving teens resulted (13)
- San Diego, California: Passenger injuries per licensed driver decreased by 23% after implementation of PRs (2)

Night Restrictions (NRs):

- North Carolina: With NRs at 9 pm, total crashes for 16-year-old drivers decreased by 47% at night (8)
- Florida: With NRs at 11 pm, night crashes for 16-year-olds decreased 17% (10)
- Michigan: With NRs from midnight to 5 am, there was a 53% reduction in night crashes for 16-year-olds (5)
- New Zealand: After NRs were imposed at 10 pm, a 37% reduction in night crashes occurred for 16-year-olds (7)

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State Graduated Driver Licensing Laws
(As of October 2003)

State	Learner Stage		Intermediate Stage			Full/Unrestricted	Certified Driving
	Minimum Age	Holding Period (Months)	Minimum Age	Nighttime Driving Restriction ¹	Passenger Restriction	Minimum Age	Number of Hours (night time hours)
Alabama	15	6 ²	16	Midnight to 6:00 a.m.	None	17 and 6 months	30 Waived for students enrolled in Driver Education.
Alaska	14	6	No intermediate stage.				
Arizona	15 and 7 months	5	No intermediate stage.				25 (5)
Arkansas ³	14	6	Intermediate state has no night or passenger restrictions. ⁴				
California ⁵	15	6	16	Midnight to 5 a.m.	First 6 months no passengers younger than 20 unless supervised by a 25-year-old driver. Second 6 months no passengers between midnight-5 a.m., unless supervised by 25-year-old driver (family members exempt).	17	50 (10)



Colorado	15	6	16	Midnight to 5 a.m.	None ⁶	17	50 (10)
Connecticut	16	4 w/ Driver Ed 6 w/o Driver Ed	16 and 4 months	None	First 3 months no passengers. Second 3 months no passengers (family members exempt)	17	
Delaware⁷	15 and 10 months	6	16 and 4 months	9 p.m. to 6 a.m.	No more than 2 teen passengers	16 and 10 months	
District of Columbia	16	6	16 and 6 months	Sept. - June 11 p.m. to 6 a.m. on weeknights and midnight to 6 a.m. on weekends. July - Aug. midnight to 6 a.m.	First 6 months no passengers unless supervised by 21-year-old driver (family members exempt). Thereafter, no more than 2 passengers under 21 (family members exempt).	18	50 (10)
Florida⁸	15	12	16	11 p.m. to 6 a.m. (16) 1 a.m. to 5 a.m. (17)	None	18	50 (10)



Georgia ⁹	15	12	16	Midnight to 6 a.m.	First 6 months no passengers (family members exempt). Thereafter, no more than 3 passengers younger than 21 (family members exempt).	18	40 (6) (20,6 at night with Driver Education)
Hawaii	15 and 6 months	3	No intermediate license stage.				
Idaho	14 and 6	4	15	sunset to sunrise	None	16	50 (10)
Illinois ¹⁰	15	3	16	11 p.m. to 6 a.m. (Sun. - Thu.) Midnight to 6 a.m. (Fri. and Sat.)	First 6 months no more than 1 passenger younger than 20 (family members exempt).	17	25
Indiana ¹¹	15	2	16 and 1 month	1 a.m. - 5 a.m. (Fri. and Sat.) after 11 p.m. (Sun. - Thu.)	First 3 months no passengers unless supervised by 21-year-old driver.	18	
Iowa ¹²	14	6	16	(Sun. - Thu.) 12:30 a.m. - 5 a.m.	None	17	30 (4)
Kansas	14	6	No intermediate license stage.			14 and 6 months	50 (10)
Kentucky ¹³	16	6	No intermediate license stage.			16 and 6 months	



Louisiana	15	3	16	11 p.m. to 5 a.m.	No passenger restriction from 5 a.m. to 11 p.m. ¹⁴	17	
Maine	15	6	16 ¹⁵	Midnight to 5 a.m.	First 180 days no passengers unless supervised by 20-year-old driver (family members exempt).	16 and 6 months	35 (5)
Maryland¹⁶	15 and 9 months	4	16 and 1 month	Midnight to 5 a.m.	None	17 and 7 months	40
Massachusetts¹⁷	16	6	16 and 6 months	Midnight to 5 a.m.	First 6 months no passengers younger than 18 unless supervised by 21-year-old driver (family members exempt).	18	12
Michigan¹⁸	14 and 9 months	6	16	Midnight to 5 a.m.	None	17	50 (10)
Minnesota¹⁹	15	6	16		None ⁶	17	40 (10)
Mississippi	15	6	15 and 6 months	10 p.m. to 6 a.m.	None	16	
Missouri²⁰	15	6	16	1 a.m. to 5 a.m.	None ⁶	18	20
Nebraska²¹	15		16	Midnight to 6 a.m.	None	17	50 in lieu of Driver Education



Nevada	15 and 6 months	90 days	15 and 9 months	None	If younger than 16, the first 90 days no passengers under 18. If between 16 and 17, the first 60 days no passengers younger than 18. If between 17 and 18, the first 30 days no passengers under 18 (family members exempt).	16	
New Hampshire	15 and 6 months	3	16 and 3 months	1 a.m. to 5 a.m.	First 6 months no more than 1 passenger younger than 25 unless supervised by a 15-year-old driver (family members exempt).	18	20
New Jersey³	16	6	17	Midnight to 5 a.m.	No more than 1 passenger. Unless supervised by driver at least 21 (family members exempt).	18	
New Mexico²²	15	6	15 and 6 months	Midnight to 5 a.m.	No more than 1 passenger under 21 (family members exempt).	16 and 6 months	50 (10)



New York	16	Up to 6 months	16 and 6 months	9 p.m. to 5 a.m.	No more than 2 passengers younger than 21 unless supervised by 21-year-old driver (family members exempt).	18 (17 w/ Driver Education)	20
North Carolina²³	15 and 6 months	12	16	9 p.m. to 5 a.m.	No more than one passenger younger than 21 (family members exempt). If a family member younger than 21 is already a passenger then no other passengers younger than 21 who are not family members.	16 and 6 months	
North Dakota²⁴	14 and 3 months	6	No intermediate license stage.			14 and 9 months	
Ohio²⁵	15 and 6 months	6	16	1 a.m. to 5 a.m.	None	17	50 (10)



Oklahoma	<ul style="list-style-type: none"> • Age 15, student may drive but only with a driver ed. instructor in front seat accompanying the student. No student license required. • Age 15 and 1/2, a driver ed (D-E) student may drive but only with another driver at least 21 years of age in front seat with student. • Age 16, D-E student may apply for full, unrestricted license, if there have been no tickets issued nor crashes recorded. • Age 16, NON D-E student may apply for restricted license which allows him or her to drive during daylight hours and at night but only to and from work, school and church-related functions. May have one passenger and family members. If one or both parents are in vehicle too, may have more than 1 non-family passenger. • Age 16 and 1/2, NON D-E student may apply for full unrestricted license if there have been no tickets issued nor crashes recorded. • Age 17, students may apply for unrestricted license regardless of past licensure. 						
Oregon	15	6	16	Midnight to 5 a.m.	First 6 months no passengers under 20. Second 6 months no more than 3 passengers under 20 (family members exempt).	17	50 (100 w/o Driver Education)
Pennsylvania²⁶	16	6	16 and 6 months	11 p.m. to 5 a.m.	None	17 (18 w/o Driver Education)	50 (10)
Rhode Island²⁷	16	6	16 and 6 months	1 a.m. to 5 a.m.	None	17 and 6 months	50 (10)



South Carolina ²⁸	15	6	15 and 6 months	6 p.m. to 6 a.m. EST 8 p.m. to 6 a.m. EDT	No more than 2 passengers unless supervised by driver at least 21 (family members and students to and from school exempt).	16 and 6 months	40 (10)
South Dakota ²⁹	14	6 (3 w/ Driver Education)	14 and 6 months (14 and 3 months w/ Driver Education)	8 p.m. to 6 a.m.	None	14 and 9 months	40
Tennessee	15	6	16	11 p.m. to 6 a.m.	No more than 1 passenger unless supervised by 21-year-old driver (Family members exempt).	17	50 (10)
Texas	15	6	16	Midnight to 5 a.m.	No more than 1 passenger under 21 (family members exempt).	16 and 6 months	None
Utah	15 and 9 months	None	16	Midnight to 5 a.m.	First 6 months no passengers under 21 (family members exempt).	16 and 6 months	30 (10)



Vermont	15	12	16	None	First 3 months no passengers unless supervised by driver at least 25. Second 3 months same as first 3 months (family members exempt).	16 and 6 months	40 (10)
Virginia	15 and 6 months	9	16 and 3 months	Midnight to 4 a.m.	First 12 months no more than 1 passenger under 18. Until age 18 no more than 3 passengers under 18 (family members exempt).	16	40 (10)
Washington	15	6	16	1 a.m. to 5 a.m.	First 6 months no passengers under 20 (family members exempt). Second 6 months no more than 3 passengers under 20.	17	50 (10)
West Virginia	15	6	16	11 p.m. to 5 a.m.	No more than 3 passengers younger than 19.	17	30 None if a driver education course is completed.
Wisconsin	15 and 6 months	6	16	First 9 months or until 18 midnight to 9 a.m.	First 9 months or until 19 no more than 1 passenger (family members exempt).	19	30 (10)



- ¹ Most states make exemptions to allow teens to drive to and from work and/or official school functions.
- ² Teens must be 16 to be eligible for an intermediate license.
- ³ Must maintain a conviction-free driving record and be free of drug, alcohol, seat belt and other safety law violations for six months preceding the date of application for an unrestricted license.
- ⁴ Intermediate phase prohibits licensees under 18 from transporting passengers who are unrestrained. Applicants for an intermediate license must be crash and conviction free for six months.
- ⁵ Requires teens who had their license suspended to complete a juvenile driver improvement program before being re-issued a license. Requires a 90-day suspension of permit and/or probationary driver's license of a teen who commits two moving violations prior to reaching age 18.
- ⁶ No more passengers than belts and/or all passengers must wear their seat belt.
- ⁷ Teens who violate the rules/restrictions are subject to a two-month suspension for the first offense and a four-month suspension for all future offenses.
- ⁸ Drivers under 18 can lose their license if they receive four points on their driving record within a 12-month period. Driving privileges will be restricted to business purposes only for 12 months or until they turn 18. If a driver receives additional points during this restricted phase, the restriction will be extended 90 days for each additional point. All restrictions are withdrawn on the licensee's 18 birthday if no other grounds for restriction exist.
- ⁹ Teens must be crash and conviction free for 12 months before moving to stage two and 12 months before being eligible for a stage three license. Teens whose licenses have been suspended may have to take a defensive driving course before being issued another license.
- ¹⁰ First traffic conviction before age 18 results in a written warning. Second conviction is a minimum 30-day license suspension. Suspended drivers must attend a remedial driver education course. Drivers between the ages of 18 and 20 are subject to a 30-day license suspension for two traffic convictions within a 24-month period.
- ¹¹ To be eligible for an unrestricted license, teens must not have more than two traffic violations or be at-fault in two crashes within the 12 months preceding the application.
- ¹² Must be accident, conviction and license suspension free for six months before being eligible for a stage two license. To be eligible for a stage three license teens must remain accident, conviction and suspension free for 12 months. Teens convicted of moving violations or involved in crashes may be subject to remedial driver improvement action.
- ¹³ Teens 18 and under face license suspension and/or probation for the accumulation of seven points for moving violations (twelve points for other drivers).
- ¹⁴ Intermediate license holders may only drive from 11 p.m. to 5 a.m. if accompanied by a supervising driver and during that time may only carry passengers who are members of their immediate family.
- ¹⁵ 24 months or until age 21.
- ¹⁶ Applies to all novice drivers. Teens must be crash and conviction free for four months before applying for a stage two license and 18 months before applying for a stage three license.
- ¹⁷ Teens must be crash and conviction free for six months before progressing to stage two. Six months license suspension for second speeding violation. Twelve month license suspension for third speeding offense.
- ¹⁸ Teens must be free from conviction/civil infractions, license suspension and/or crashes for 90 days before being eligible for a stage two license. Teens must also be free of moving violations, at-fault crashes and violations of any GDL provision for 12 months before being eligible for a stage three license.
- ¹⁹ Teens must remain moving and substance violation free for six months before being eligible for a stage two license and 12 months for a stage three license.
- ²⁰ Must remain free of point assessed traffic violations and alcohol-related enforcement contacts for 12 months to be eligible for a stage three license. Any stage two license holder accumulating six or more points may be required to complete a driver improvement course.
- ²¹ To be eligible for a stage three license, teens must not accumulate more than three points against their license for 12 months preceding the application.
- ²² Must be violation free and alcohol and drug violation free for 90 days before applying for a stage three license.
- ²³ Teens must be moving and seat belt violation free for six months before being eligible for a stage two license. Teens must also be moving and seat belt violation free for six months before applying for a stage three license.
- ²⁴ Minors may have their licenses suspended for accumulating five or more license points or for committing an alcohol-related offense while operating a motor vehicle. Minors may be required to complete a driver improvement class.
- ²⁵ Teens may have licenses suspended for at least 90 days after two traffic citations and for a year after three citations.
- ²⁶ Teens under 18 may have their licenses suspended for traveling 25 mph or more over the speed limit and accumulating six or more points. The first offense results in a 90-day suspension and the second offense a 120-day suspension.
- ²⁷ Teens must be free of moving and seat belt violations for six months before being eligible for stage two and stage three licenses.
- ²⁸ Must be free of traffic convictions for six months before applying for a stage three license. May also have permit or restricted license suspended for six months as a result of one or more traffic offenses totaling six or more points.
- ²⁹ Teens must be traffic violation free for six months before progressing to stage two. Teens under 16 are subject to a 30-day license suspension for the first traffic violation. A second conviction may result in a license suspension until age 16.



News Release

For Immediate Release
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**DESPITE STRONG PUBLIC SUPPORT, ALASKA DOES
NOT HAVE MOST EFFECTIVE MEASURE TO REDUCE
TEEN CRASHES. SAYS AAA ALASKA**

ANCHORAGE, Alaska, January 22 – Nearly three-quarters (74 percent) of Americans support laws limiting the number of teenage passengers who may ride with inexperienced teen drivers, according to a nationwide poll released today by AAA, yet just half of states have these lifesaving laws. Crash data show that passenger restriction laws, an important component of Graduated Driver Licensing systems (GDL), are the most effective way to reduce teen crashes, deaths and injuries.

"There is a current misconception that parents will find the teen passenger restriction law burdensome because parents typically designate the teen as the chauffeur to the younger siblings," said Charity Watt Levis, AAA Alaska spokesperson. "The reality is that parents are willing to wait an additional 30 days to six months longer to ensure the teenager will have the best opportunity to drive safely."

The survey also found that most adults (73 percent) think that public officials should do more to improve the safety of drivers between the ages of 15 to 19. Motor vehicle crashes are the leading cause of death for people 15 to 20 years of age.

-more-

Currently forty-nine states and the District of Columbia have some form of a Graduated Drivers Licensing law (GDL). GDL laws help novice drivers learn to drive by controlling their progression towards full unrestricted driving. However, half the states, including Alaska, still do not have the most effective components of a GDL law – passenger restrictions, late night driving restrictions and behind the wheel training.

California, where the first significant teen passenger restrictions took effect in 1999, teen passenger deaths and injuries have dropped by 23 percent. One study showed that inexperienced teens driving with one teen passenger nearly doubled their fatal crash risk; having two or more passengers increased their crash risk five-fold compared with driving alone.

"AAA expects to push for passenger restrictions and other components that strengthen GDL laws in at least 33 states this year including Alaska," said Watt Levis. "Our efforts during the last decade have led to nearly every state having some form of a GDL law, but there is still much work to do in making these laws stronger. We must remember that motor vehicle crashes are the greatest danger that teenagers face."

Opinion Research Corporation conducted the national telephone poll on December 4 through 7, 2003 for AAA. The survey sampled the opinions of 1,005 adults, with a margin of error of plus or minus 3.1 percent.

AAA Alaska, a AAA MountainWest Club, is dedicated to providing its over 21,000 members in Alaska with travel, insurance, financial and auto-related services. A fully taxpaying, not for profit corporation, AAA MountainWest, Inc. works for the improvement of motoring and traveling conditions and is a leader for travel, civic and safety issues. AAA can be visited on the Internet at www.aaa.com.

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HB

217

ALASKA STATE LEGISLATURE

REPRESENTATIVE BRUCE WEYHRAUCH
HOUSE DISTRICT 4



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MEMORANDUM

DATE: April 9, 2003
TO: Rep. Jim Holm
Chair, House Transportation Committee
FROM: Rep. Bruce Weyhrauch
SUBJECT: HB 217 - Low BAC for 2nd Offense

As you know, I have introduced HB 217, which proposes to lower the blood alcohol content for 2nd DUI offenses. This bill is a priority of Mothers Against Drunk Drivers. I view this bill as an important piece of the criminal justice approach to prosecuting drunk drivers and keeping our roads safe, I don't think that this will result in a significant influx of new arrests. The benefit of this legislation is that the police departments will have a mechanism in place that buffets the prosecutor's case for 2nd offenders. Right now, if a police officer has probable cause to pull an erratic driver over and the driver blows a .08 in the field, he is arrested. At the station, another reading, which is used by the prosecution, is taken. If that BAC is borderline, then the driver is probably not prosecuted and justice is not served. Thus, by adopting a low BAC for the second offence, the legislature supports the efforts of our police and prosecutors in dealing with the terrible scourge of drinking drivers.

At your earliest opportunity, I request that this bill be scheduled for a hearing in the Transportation committee.

If you have any questions or need further information, I invite you to contact myself, or my aide, Linda Sylvester.

Thank you for your kind attention to this matter.

ALASKA STATE LEGISLATURE

REPRESENTATIVE BRUCE WEYHRAUCH
HOUSE DISTRICT 4



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Sponsor Statement

HB 217

Reducing the BAC Level for Second DUI Offenses

HB 217 proposes to lower the blood alcohol content for repeat DUI offenders. This bill is a priority of Mothers Against Drunk Drivers and it is an important piece of the criminal justice system's approach to prosecuting drunk drivers and keeping our roads safe. However, this is a small step, which will not overburden the courts or jails with a significant influx of new arrests. The benefit of this legislation is that the police departments will have a mechanism in place that buffers the prosecutor's case against 2nd DUI offenders. Right now, if a police officer has probable cause to pull an erratic driver over and the driver blows a .08 in the field, he is arrested. At the station, another reading, which is used by the prosecution, is taken. If that BAC is borderline, then the driver is may not be prosecuted and justice is not served. The resources of the state's prosecutor's office are limited by financial constraints and a case that is borderline may not be prosecuted. Thus, by adopting a lower BAC for the second offence, the legislature supports the efforts of our police and prosecutors in dealing with the terrible scourge of drinking drivers.

Contact: Linda Sylvester
465-3744

Released: April 10, 2003

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Alaska Stats

BREATH TEST RESULTS - 2001													
	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC	ANNUAL
.079 AND UNDER													0
.08 TO .099									17	24	38	30	109
.10 TO .149	87	90	86	78	128	120	133	135	155	92	121	87	1312
.15 TO .199	115	114	113	114	127	124	195	138	115	119	138	92	1503
.20 TO .249	59	50	62	70	64	63	81	71	71	65	64	55	775
.25 TO .299	27	18	23	15	26	24	36	24	27	18	17	17	272
.30 TO .349	3	5	5	6	4	3	15	6	6	8	5	4	70
.35 AND UP	4		2	1	1	1	2	1	1	1		1	15
DRUGS/PBT/BLOOD													0
REFUSAL	100	47	72	59	78	62	91	77	70	64	79	63	862
TOTAL	395	324	363	343	428	397	554	450	462	391	462	349	4918

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+ 862
3497

BREATH TEST RESULTS - 2000													
	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC	ANNUAL
.099 AND UNDER	3	2	1	1	2	0	3	2	0	2	3	0	19
.10 TO .149	84	97	103	88	84	109	106	135	109	100	85	82	1182
.15 TO .199	116	125	107	139	121	144	143	161	125	130	93	90	1494
.20 TO .249	74	59	58	86	68	68	67	77	56	69	60	67	809
.25 TO .299	21	34	24	15	18	22	26	33	20	21	17	18	269
.30 TO .349	5	4	7	2	9	5	8	8	5	10	4	4	71
.35 AND UP	1	0	1	0	0	2	1	2	2	2	1	0	12
REFUSAL	74	70	74	61	60	68	74	77	79	92	57	65	851
TOTAL	378	391	375	392	362	418	428	495	396	426	320	328	4707

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+ 851
2012

Chart provided by
National Highway Traffic Safety Administration

13. LOWER BLOOD ALCOHOL LIMITS FOR CONVICTED DUI/DWI OFFENDERS

Conceded

The Problem

Each year, 1.4 million people are arrested in the United States for driving while intoxicated (DWI). In 1999, 15,786 people were killed and an estimated 650,000 injured in alcohol-related traffic crashes. All too often, the individuals responsible for these alcohol-related crashes had a prior conviction for DUI/DWI. Nationwide, approximately one-third of drivers arrested or convicted for DUI/DWI each year are repeat offenders. A 1994 study found that fatally injured drivers involved in alcohol-related fatal crashes were eight times more likely to have had DUI convictions in the previous five years than drivers randomly selected from the general population of licensed drivers. Drivers with DUI convictions whose license has been reinstated are six to ten times more likely than other drivers the same age and gender to be arrested for DUI or be involved in an alcohol-related crash the year following license reinstatement. In 1996, 16.6 percent of drivers with a positive BAC who died in traffic crashes had been convicted of driving while intoxicated during the three previous years.

There is no doubt that repeat DUI offenders are over-represented in alcohol-related fatal traffic crashes. While they do not represent the majority of drinking drivers involved in these crashes, the fatal crash risk is higher among repeat DUI offenders than drivers who have no prior DUI conviction.

How Many Bites Of The Apple Do We Give DUI/DWI Offenders?

Despite the fact that these DUI offenders are more likely to be involved in crashes and more likely to be re-arrested for DUI, the laws in most states hold them to the same illegal blood alcohol limit for their subsequent offenses as they were held to for their first offense. They are held to this higher standard despite the number of times they are arrested and convicted for drunk driving.

The illegal blood alcohol level for drivers in 21 states is .10 percent. Yet research has shown that

driver impairments begin at BAC levels well below this level. For example, impairments in divided attention, reaction times, visual functioning, information processing, and judgment have been identified at BACs of 0.05 percent or lower. A 1991 study found that in all age and sex groupings, the fatal crash risk at BACs of 0.05-0.09 percent was at least nine times the risk at zero BAC.

The American Medical Association has publicly endorsed lowering the illegal BAC limit for all drivers to 0.05 percent. While 29 states and the District of Columbia have lowered the illegal blood alcohol limit from 0.10 percent to 0.08 percent since 1983, no state has adopted a 0.05 percent limit for all drivers.

In 1983, Maine became the first U.S. state to adopt a "zero tolerance" law for drivers younger than age 21, making it illegal for them to drive after drinking any alcoholic beverages. In response to declines in teenage fatal crashes associated with zero tolerance laws, all 50 states have since adopted such laws for under-21 drivers. These laws make it illegal for young drivers under the age of 21 to operate a motor vehicle with a blood alcohol level of .02 or less. Japan adopted a "zero tolerance" law for drivers of all ages in 1970. Between 1970 and 1995, the number of licensed drivers in Japan doubled, the number of motor vehicles tripled, and per capita alcohol consumption doubled, bringing it close to the level of the United States, yet alcohol-related fatal crashes declined from nearly 1500 to fewer than 500.

What Do We Mean By A Lower BAC Limit For Convicted DUI Offenders?

The Maine Model

In August 1988, Maine became the first state to lower the legal blood alcohol limit (BAL) from 0.10 percent to 0.05 percent for people with prior DUI convictions. While according to data from the Fatality Analysis Reporting System (FARS) of the

U.S. Department of Transportation, the proportion of fatal crashes that involved alcohol had been similar in Maine and the rest of New England during the five years before the law was enacted, Maine had had a higher percentage of fatal crashes involving drivers with prior DUI offenses. This may, in part, have prompted passage of the stricter law for convicted offenders.

Under the 1988 law, the licenses of first-time DUI offenders could be reinstated after a mandatory suspension of two months on the condition that they not drive with a blood alcohol level at or above 0.05 percent for one year. Second-time offenders had their licenses reinstated after a one-year suspension on the condition that they not drive with a BACs at or above 0.05 percent for 10 years. If convicted, DUI offenders were apprehended with a BAC of 0.05 percent or above, their licenses would be administratively revoked for one year; they could also face court-imposed penalties. If they refused to submit to chemical tests despite probable cause that they were driving at 0.05 percent or higher, their licenses would be suspended for not less than two years.

A study was conducted to measure the effectiveness of the Maine law lowering BAL limits in changing the behavior of convicted DUI offenders. The study looked for pre-law to post-law changes to the extent that convicted DUI offenders were involved in fatal crashes. The study analyzed data on fatal crashes in Maine for the six years preceding and the six years following passage of Maine's 0.05 percent DUI law and then compared Maine's experience to that of the other New England states during the same time period. The pre-law to post-law changes in the proportions of fatal crashes that involved drivers with recorded prior DUI convictions and the changes in the proportions of fatal crashes involving drivers with recorded prior DUI convictions who had alcohol levels that were deemed illegal under the new law were examined.

An analysis was made of fatal crash data for the six New England states from the U.S. Fatality Analysis Reporting System (FARS) for the period from August 1, 1982, through July 31, 1994—six years preceding and six years following passage of Maine's 0.05 percent DUI law. FARS records DUI convictions for up to three years prior to drivers' involvement in fatal crashes.

To evaluate the effectiveness of the Maine DUI law, Maine was compared with the rest of New England in terms of: (a) changes from pre-law to

post-law in the proportion of fatal crashes involving drivers with recorded prior DUI convictions; (b) changes from pre-law to post-law in the proportion of fatal crashes involving drivers with prior recorded DWI convictions and illegally elevated blood alcohol levels; (c) changes from pre-law to post-law in the proportion of alcohol-involved and non-alcohol-involved fatal crashes involving drivers with recorded prior DUI convictions.

Results

In Maine, the proportion of fatal crashes involving drivers with recorded prior DUI convictions declined 25 percent following passage of the 0.05 percent DUI law, while the proportion of fatal crashes involving convicted offenders in the rest of New England increased 46 percent during the same time period. The proportion of fatal crashes involving drivers with recorded prior DUI convictions and illegal alcohol levels also declined significantly in Maine, as did the proportion of fatal crashes involving fatally injured drivers with recorded prior DUI convictions and illegal alcohol levels. Most of the latter decline was due to a decline in alcohol-related fatalities of previously convicted drivers with very high blood alcohol levels of 0.15 percent or higher, at the time of the fatal crash. Each of these declines in Maine was significant relative to the rest of New England. The 0.05 percent law in Maine was associated with reductions in fatal crash involvement not only among drivers with blood alcohol levels in the 0.05 to 0.14 percent range but also among those with blood alcohol levels at or above 0.15 percent. These results controvert the arguments of opponents of lowering legal blood alcohol limits who argue that those measures have no effect on drivers with high blood alcohol levels or prior convictions. This and other studies indicate that lowering legal blood alcohol limits reduces fatal crashes among drivers with very high blood alcohol limits of 0.15 percent or above as well as lower BAC limits.

In 1995, based on the success of the .05 law for convicted offenders, Maine became the first state to adopt a zero tolerance law for convicted offenders, making it illegal for them to drive after drinking any alcoholic beverages.

Utah and North Carolina have now followed Maine and established a lower blood alcohol limit for convicted DUI/DWI offenders. All states should consider instituting lower blood alcohol limits for convicted DUI/DWI offenders.

MADD'S POSITION STATEMENT

LOWER BLOOD ALCOHOL LIMITS FOR CONVICTED DUI/DWI OFFENDERS

MADD supports legislation setting the illegal blood alcohol concentration (BAC) limit for adult drivers who have been previously convicted of DUI/DWI at .05 per se. This lower limit shall apply to these offenders for a period of 5-years from date of conviction and they shall be required to provide a breath test if requested by an officer following any legal traffic stop.

STATE	Lower BAC Limit for Repeat Offender
Alabama	
Alaska	
Arizona	
Arkansas	
California	
Colorado	
Connecticut	Yes
Delaware	
D.C.	
Florida	
Georgia	
Hawaii	
Idaho	
Illinois	
Indiana	
Iowa	
Kansas	
Kentucky	
Louisiana	
Maine	Yes .00
Maryland	
Massachusetts	
Michigan	
Minnesota	
Mississippi	
Missouri	
Montana	
Nebraska	
Nevada	
New Hampshire	
New Jersey	
New Mexico	
New York	
North Carolina	Yes .04
North Dakota	
Ohio	
Oklahoma	
Oregon	
Pennsylvania	
Rhode Island	
South Carolina	
South Dakota	
Tennessee	Yes .08
Texas	
Utah	
Vermont	
Virginia	
Washington	
West Virginia	
Wisconsin	Yes
Wyoming	Yes .08, .02/ 3rd. off.
TOTAL	6

References

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- Deshapriya EBR, Iwase N. Are lower legal blood alcohol limits and a combination of sanctions desirable in reducing drunken driver-involved traffic fatalities and traffic accidents? *Accid Anal Prev* 1996;28:721-731.
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- Mortimer RG, Sturgis SP. Effects of low and moderate levels of alcohol on steering performance. In: Israelstam S, Lambert S, editors. Alcohol, drugs, and traffic safety. Toronto: Addiction Research Foundation; 1975. P. 329-45.
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- Ross HL. Detering the drinking driver: legal policy and social control. Lexington (MA): Lexington Books; 1982.
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- Zador P. Alcohol-related relative risk of fatal driver injuries in relation to driver age and sex. *J Stud Alcohol* 1991;53:301-10.
- Zador PL, Lund AK, Fields M, Weinberg K. Fatal crash involvement and laws against alcohol-impaired driving. *J Public Health Policy* 1989;10:467-85.

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: _____
Bill Version: _____
() Publish Date: _____

Revision Date/Time (Note if correction): _____

Title DUI: LOWER BAC IF PREVIOUS CONVICTION

Dept. Affected: Health & Social Services

BRU Alcohol & Drug Abuse Svcs

Component Alcohol Safety Action Program

Sponsor WEYHRAUCH

Requester _____

Component No. 305

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						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

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

FUND SOURCE (Thousands of Dollars)

FUND SOURCE	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other(Specify Type-do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2003) cost: _____

Mark this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

POSITIONS

Full-time	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

The purpose of this bill is to lower the legal limit of intoxication from .08 to .04 for those individuals previously convicted of DUI. This bill would apply a more stringent definition for intoxication for these individuals. It also places no statutory limit on references to previous DUI convictions when evidence is being considered in pending DUI cases.

As written, the Department anticipates no fiscal impact from passage of HB 217.

Prepared by: Bobby Miles
Division Administrative Services
Approved by: Joel S. Gilbertson, Commissioner
Agency Department of Health and Social Services

Phone 465-1626
Date/Time 04/14/2003
Date 04/15/2003

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB 217
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: Administration
 Title An Act relating to DUI and BAC BRU Legal and Advocacy Services
presumptions... Component Public Defender Agency
 Sponsor Rep. Weyrauch
 Requester House Transportation Component No. 1631

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	25.5	25.5	25.5	25.5	25.5	25.5
Travel	1.2	1.2	1.2	1.2	1.2	1.2
Contractual	5.7	5.7	5.7	5.7	5.7	5.7
Supplies	0.7	0.7	0.7	0.7	0.7	0.7
Equipment	6.7	0.7	0.7	0.7	0.7	0.7
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	39.8	33.8	33.8	33.8	33.8	33.8

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

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

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1063 GF Match						
1004 GF	39.8	33.8	33.8	33.8	33.8	33.8
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	39.8	33.8	33.8	33.8	33.8	33.8

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

POSITIONS

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

ANALYSIS: (Attach a separate page if necessary)

This bill seeks to amend the crime of driving while under the influence to lower the presumptive amount of alcohol in a person's breath or blood to .04 percent by weight of alcohol, when the person has been previously convicted of DUI under Alaska law.

This lowering of the blood alcohol percent required for any person previously convicted of DUI in Alaska will have a fiscal impact on the Agency. It will increase the Agency's caseload by the number of people charged with their second and subsequent offense of DUI who do not have a BAC above the current requirement of .08, but do allegedly exceed the proposed .04 percent.

See attached page for continuing analysis

Prepared by: Linda K. Wilson, Deputy Director Phone (907)-334-4416
 Division: Public Defender Agency Date/Time 4/16/03 12:06 PM
 Approved by: Mike Miller, Commissioner Date 4/16/2003
 Agency: Department of Administration

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

BILL NO. HB217

ANALYSIS CONTINUATION

Public Safety figures from a ten year summary from 1992 through 2001 indicate that over 26% of the DUI arrests are for second and subsequent offenders. The 2001 statewide BAC levels from the total number of tests reveal that approximately 210 tests showed BAC levels between .025 and .08. This is a conservative number since DUI stops from past years were seeking to find drivers with BACs over .10, not .08. Under the current law, and under this bill if passed, more stops will occur on less basis than in earlier years. Assuming that the number of BACs between .04 and .08 during 2001 represent approximately 185 people, and that 26% of them are second or repeat offenders, that results in approximately 50 cases in 2001 where the person had a BAC level between .04 and .08. Statistics show that DUI cases have increased per year from 2000 to the current fiscal year at the average rate of 14% a year. Adjusting the 2001 number of 50 new cases to consider the annual increase each year from then to FY04, results in an estimate of approximately 70 new cases of DUI beginning in FY04 if this bill were to become law. That number will likely continue to rise each year, especially as more people with a prior conviction that are convicted on a second offense for a .04 or higher BAC are added into the number. Assuming the Public Defender Agency will be appointed in 75% of these cases, we will see an increase in caseload of 50 cases a year beginning in FY 04. Those 50 cases include felonies and misdemeanors. The Agency will not be able to absorb this caseload increase without additional funds, because our attorneys already carry caseloads over the national standards. National standards for public defense caseloads recommend that no attorney handle more than 150 felonies per year or 400 misdemeanors per year. With these standards in mind, the Agency will need the services of a 1/3 part-time attorney to handle the increased caseload if this bill becomes law.

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: _____
Bill Version: HB 217
() Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: Department of Corrections
Title "An act relating to driving while under the BRU Administration & Operations
influence of an alcoholic beverage..." Component All
Sponsor Representative Weyhrauch
Requester House Transportation Committee Component No. _____

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						
TOTAL OPERATING	*****	*****	*****	*****	*****	*****

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--Do not abbreviate)						
TOTAL	*****	*****	*****	*****	*****	*****

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 reduces the blood alcohol content (BAC) threshold for DUI from 0.08 to 0.04 if the person has been previously convicted of DUI.

While this bill will cause more cases to be referred for prosecution, we have no reliable way to estimate how many new cases might arise, and cannot estimate the fiscal impact on the Department of Corrections.

Prepared by: Jerry D. Burnett, Director Phone 465-3339
Division Administrative Services Date/Time 4/23/03 10:28 AM
Approved by: Portia C.K. Parker, Deputy Commissioner Date 4/23/2003
Agency Department of Corrections



ALASKA STATE LEGISLATURE

Please enter into the record my testimony to the HOUSE TRANSPORTATION
 Committee on HB-217 / 04 BAC.. REPEAT Committee Name Dated 5-6-03
Bill / Subject OFFENDERS

A RECENT STUDY PUBLISHED BY THE AMERICAN AUTOMOBILE ASSOCIATION (AAA) FOUND MORE THAN HALF OF ALL DWI'S ARE REPEAT OFFENDERS.

THE STATE OF MAINE WAS THE 1ST TO ADOPT A LOWER BAC FOR REPEAT DWI'S BACK IN 1988. A 6 YEAR STUDY OF ITS EFFECTS SHOWED THAT FATAL CRASHES INVOLVING REPEAT OFFENDERS WERE REDUCED BY 25%. MAINE HAS NOW BECOME THE 1ST STATE TO PASS A ZERO-TOLERANCE STANDARD FOR REPEAT OFFENDERS.

ADMINISTERING A LOWER BAC LIMIT MAY CREATE ADDITIONAL COSTS AT FIRST. BUT, IF IT'S SUCCESSFUL, AND I BELIEVE IT WILL BE, THE INCIDENCE OF DWI'S WILL BE REDUCED. THAT SHOULD LOWER ENFORCEMENT COST AND, BEST OF ALL, SAVE ALASKAN LIVES.

SIGNED:

Albert A. Near

Testifier

SELF

Representing

P.O. Box 80847 ~ FAIRBANKS 99708

Address / Phone Number

479-4090

HB

230

HOUSE COMMITTEE REPORT

(7)

Date Referred to Committee: March 31, 2003

FURTHER REFERRALS: State Affairs

Date of Committee Action: May 6, 2003

The TRANSPORTATION Committee considered:

HB 230

HOUSE BILL NO. 230

POLITICAL SIGNS ON PRIVATE PROPERTY

"An Act relating to political signs on private property."

Recommends it be replaced with HCS or CS for HB 230 (TRA)
 For Senate Bills with new title: Technical Title New Title: HCR _____ Same Title New Title

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

List of Abbrev for Depts.:

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

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

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

<u>Signing with recommendations</u>	Printed Last Name	DP	DNP	NR	AM
	Oga	✓			
Kookush, also	KOOKUSH	✓			
Vic Kohring	Kohring			x	
Steph. G.	✓			
Chair:	HOLM	✓			
Chair: Beverly Masek	MASEK				✓

BY: REP. FATE

23-LS0780I.3
Utermohle
5/1/03

A M E N D M E N T

OFFERED IN THE HOUSE

TC: CSHB 230(TRA), Draft Version "I"

A handwritten signature is written over a diagonal line. To the left of the signature is a large circle containing the number '1' with a hash symbol '#'. The signature appears to be 'Utermohle'.

- 1 Page 1, line 3, following "Section 1.":
- 2 Insert new material to read:
- 3 "The uncodified law of the State of Alaska is amended by adding a new section to
- 4 read:
- 5 FINDINGS. The Alaska State Legislature finds that
- 6 (1) the right to advocate for or against those individuals who would occupy
- 7 public office and issues of public interest is an inherent right that has been repeatedly affirmed
- 8 by the courts; and
- 9 (2) the right to advocate for or against those individuals who would occupy
- 10 public office and issues of public interest must be subject to only the minimum of restrictions
- 11 necessary to address a compelling public or government interest.
- 12 * Sec. 2."

BY: REP FATE

23-LS0780V.2
Utermohle
4/30/03

AMENDMENT

#2
Adopted

OFFERED IN THE HOUSE

TO: CSHB 230(TRA), Draft Version "I"

1 Page 2, line 10, following "hazard":

2 Insert ":

3 (D) the signs are consistent with regulations adopted by the
4 department regarding the time and manner for removal of signs that do
5 not have current relevance; in this subparagraph,

6 (i) "current relevance" means the subject matter of
7 a sign is a matter of ongoing public consideration by the public or
8 the date of decision on the subject matter of the sign has not
9 passed:

10 (ii) "date of decision" means the date on which a
11 decision on the subject matter of a sign is no longer subject to
12 influence by public opinion, such as the date of an election for
13 public office or on a ballot measure, action by the governor on a
14 bill passed by the legislature, formal settlement or formal
15 conclusion of an armed conflict, conclusion of contract
16 negotiations, or similar matters for which a date of decision may be
17 ascertained"

18

19 Page 2, line 11:

20 Delete "(D)"

21 Insert "(E)"

AMENDMENT

3

Adopted

HB 230

OFFERED IN HOUSE TRANSPORTATION

BY: REP. OGG

P. 2, LINE 7, INSERT:

(A) individual or conjoined signs do not exceed 32 square feet total per side;

23-LS0780J
Utermohle
4/29/03

CS FOR HOUSE BILL NO. 230(TRA)

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-THIRD LEGISLATURE - FIRST SESSION

BY THE HOUSE TRANSPORTATION COMMITTEE

**Offered:
Referred:**

Sponsor(s): REPRESENTATIVE HOLM

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to political signs on private property."**

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

3 *** Section 1.** AS 19.25.105(a) is amended to read:

4 (a) Outdoor advertising may not be erected or maintained within 660 feet of
5 the nearest edge of the right-of-way and visible from the main-traveled way of the
6 interstate, primary, or secondary highways in this state except the following:

7 (1) directional and other official signs and notices that [WHICH]
8 include, but are not limited to, signs and notices pertaining to natural wonders, scenic
9 and historic attractions, that [WHICH] are required or authorized by law, and that
10 [WHICH SHALL] conform to federal standards for interstate and primary systems;

11 (2) signs, displays, and devices advertising the sale or lease of property
12 upon which they are located or advertising activities conducted on the property;

13 (3) signs determined by the state, subject to concurrence of the United
14 States Department of Transportation, to be landmark signs, including signs on farm
15 structures, or natural surfaces, of historic or artistic significance, the preservation of

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which would be consistent with the provisions of this chapter;

(4) directional signs and notices pertaining to schools;

(5) advertising on bus benches or bus shelters, and adjacent trash receptacles, if the state determines that the advertising conforms to local, state, and federal standards for interstate and primary highways; [.]

(6) political signs on private property if

(A) individual signs do not exceed 32 square feet;

(B) signs are not on a permanent base; *temporary*

(C) the signs do not interfere with, obstruct, confuse, or mislead traffic or pose a traffic hazard; and

(D) no person receives compensation for displaying the signs [REPEALED].

Fate Am 4

Adopted

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB230
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title Political Signs on Private Property BRU Design & Engineering Services
 Component SW Design & Engineering Services
 Sponsor Holm
 Requester HTRA Component No. 2357

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						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

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

Estimate of any current year (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)*

Prepared by: Dennis R. Poshard Phone 465-3900
 Division: Special Assistant to Commissioner Date/Time 4/28/03 2:52 PM
 Approved by: Commissioner Mike Barton Date 4/28/2003
 Agency: Alaska Department of Transportation and Public Facilities



House Transportation Committee
State Capitol, Room 17
465-4858



Rep Jim Holm
Rep Beverly Masek
Co-Chairs
Members:

Rep Hugh Fate, Rep Mary Kapsner, Rep Vic Kohring, Rep Albert Kookesh, Rep. Dan Ogg

DATE: May 5, 2003

TO: Seth Little
274-8733

FROM: Barbara Cotting, Transportation Committee Aide

A handwritten signature in cursive, appearing to be "BCC".

Follow are documents regarding HB 230:

1. Sponsor Statement
2. Committee Substitute adopted at the last meeting.
3. Amendments that will be offered at the next meeting, one of which prohibits "stacking" and should address your concerns.