

ALASKA LEGISLATURE COMMITTEE FILES, 2003-2004 8672

11086 HOUSE TRANSPORTATION



AIAS AOA and Bond Resolution

➤ Relationship of AOA to State Bond Resolution:

- The AOA states explicitly that it is subordinate in all respects to the State's Bond Resolution, and that all AIAS Revenues collected by DOT&PF shall be applied as set forth in the Bond Resolution.
- The Bond Resolution states that all AIAS Revenues are pledged to payment of the AIAS Revenue Bonds.
- These two provisions protect both the State and investors, and are standard industry language for airport owners that issue airport revenue bonds.



AIAS Plan of Finance

Sources of Funds

➤ International Airport Revenue Fund (IARF)

- Includes AIAS Development Fund established in AOA (\$6.0 million annually)

➤ AIAS Revenue Bonds:

Outstanding Bonds	Issue Date	Original Principal Amount	Annual Debt Service Payment	Moody's Credit Rating
Series 1993 I	08/01/93	\$34.8 million	\$2.3 million	Aaa
Series 1999 A	01/15/99	\$162.5 million	\$11.8 million	Aaa
Series 1999 B	01/15/99	\$16.7 million	\$1.2 million	Aaa
Series 1999 C	10/01/99	\$25.0 million	\$2.0 million	Aaa
Series 2002 A	04/01/02	\$13.1 million	\$3.6 million (1)	Aaa
Series 2002 B	04/01/02	\$127.7 million	\$10.4 million (1)	Aaa
Total		\$379.8 million (2)	\$31.6 million	

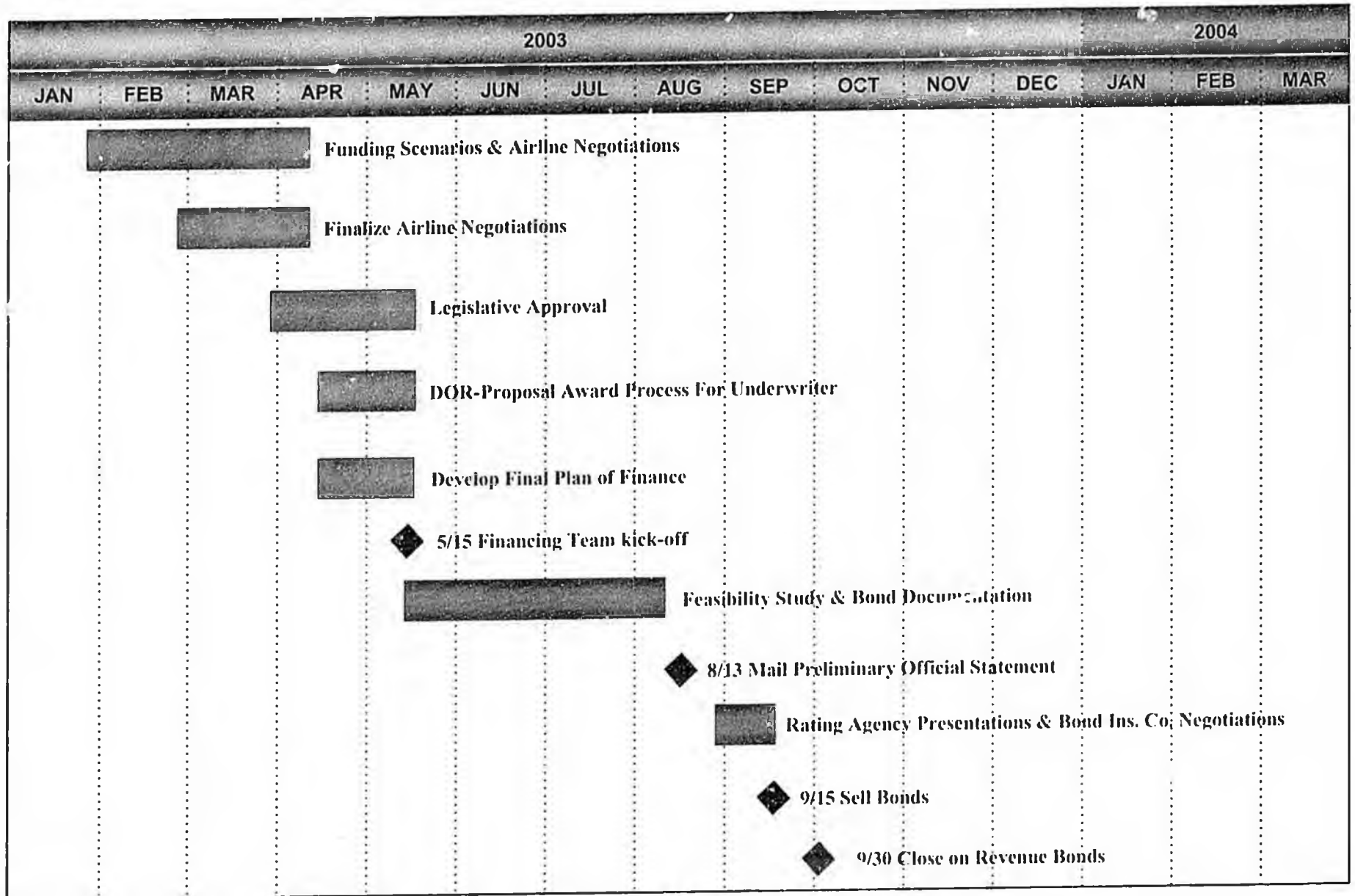
(1) Maximum Annual Debt Service Payment.

(2) Outstanding Principal Amount \$368.2 million as of 6/30/02



AIAS Plan of Finance

Series 2004 AIAS Revenue Bonds





AIAS Plan of Finance

Series 2004 AIAS Revenue Bonds

(in millions)

TRP Project Funding Requirement - FY04	\$50.0
Less:	
Contribution From IARF	(2.0)
Contribution FY02-FY03 CIP	0.0
TRP Net Project Funding Requirement - FY04	\$48.0
CIP Project Funding Requirement - ANC FY04	\$18.4
Less:	
Contribution FY02-FY03 CIP	(1.0)
PFC Funded Portion of FY04-FY06 CIP	(7.4)
CIP Net Project Funding Requirement - ANC FY04	\$10.0
CIP Project Funding Requirement - FAI FY04	\$3.5
Total Project Funding Requirement - FY04	\$61.5
Other Financing Costs	15.1
Total TRP and CIP Bond Funding Requirement - FY04	\$76.6



AIAS Plan of Finance

Future Series AIAS Revenue Bonds

(in millions)

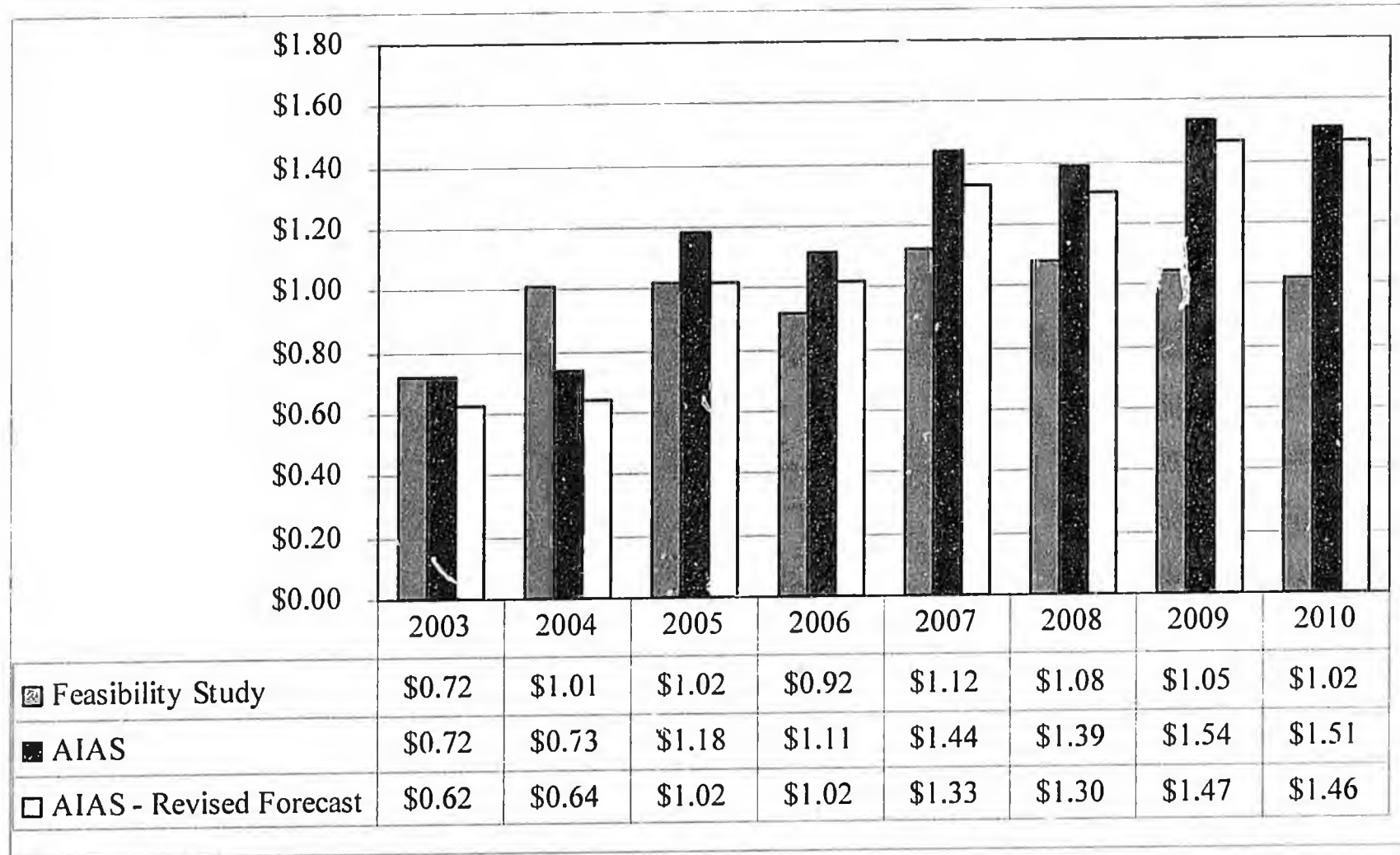
TRP Project Funding Requirement - FY05	\$108.0
Other Financing Costs	30.9
Total TRP Bond Funding Requirement - FY05	<u>\$138.9</u>
CIP Project Funding Requirement - ANC FY07	\$58.2
Defer FY02-FY03 Project until FY07	1.0
CIP PFC Funded Portion of FY04-FY06	2.2
CIP Net Project Funding Requirement - ANC FY07	<u>\$61.4</u>
Other Financing Costs	18.4
Total CIP Bond Funding Requirement - FY07	<u>\$79.8</u>
Total TRP and CIP Bond Funding Requirements - FY04-FY07	<u><u>\$295.3</u></u>



AIAS Plan of Finance

Landing Fees

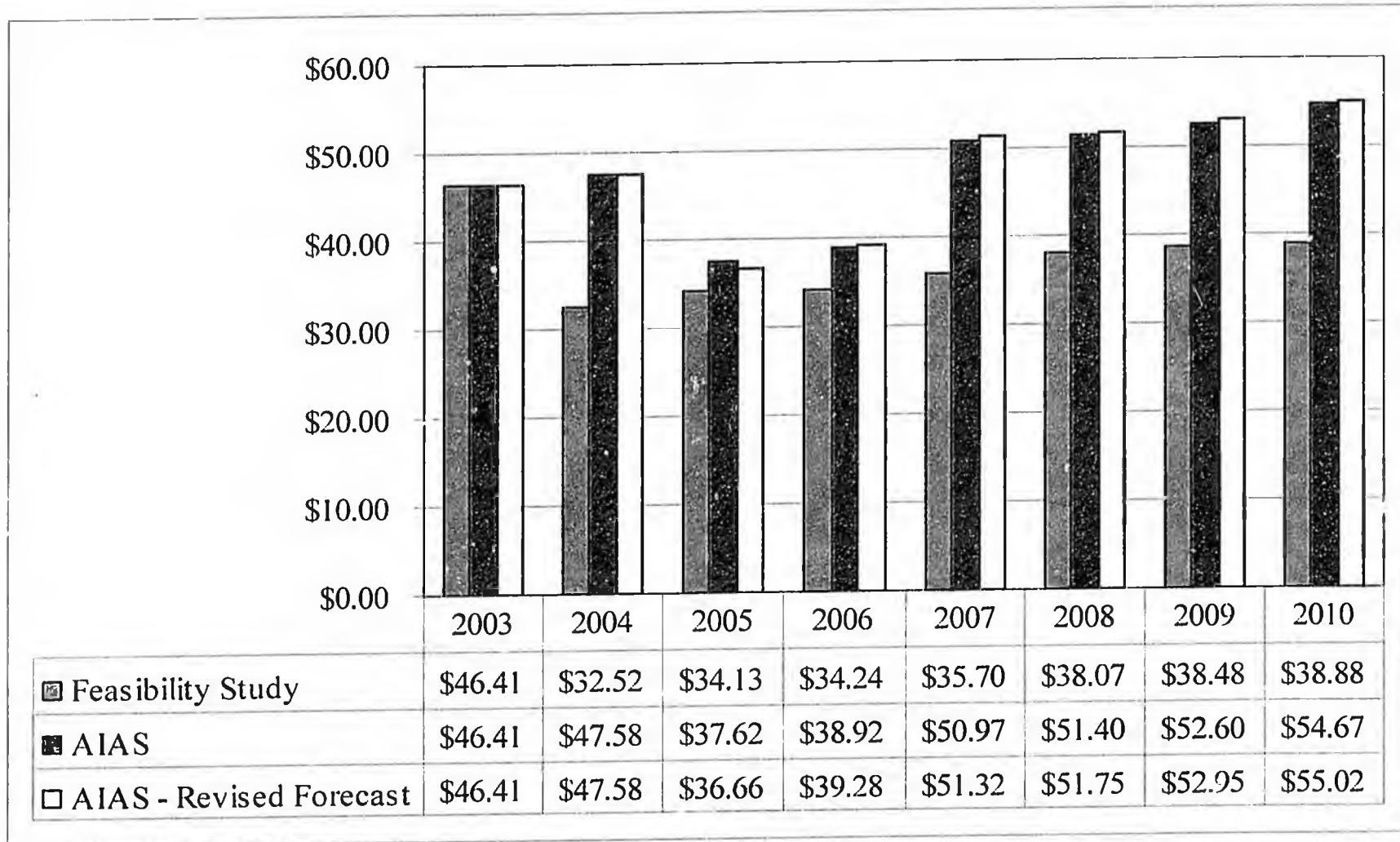
(per 1,000 lbs)





AIAS Plan of Finance

Terminal Rental Rate





Comparative Airport Data

Comparable airports are proceeding with development plans...

Airport	Recent Financings (CY2002 - Present)			Development Program
	Sale Date	Rating	Amount	
AIAS	03/28/02	Aaa	\$140.8	Terminal Redevelopment Program
Louisville	09/23/02	Aaa	\$84.3	Terminal Expansion
Memphis	01/08/03	A2	\$22.1 ⁽¹⁾	Airfield/Taxiway/New Parking Facility
	11/20/02	Aaa	\$23.2 ⁽¹⁾	
Oakland	09/24/02	Aaa	\$121.5 ⁽¹⁾	Concourse Renovation
	07/24/02	Aaa	\$620.0	
Portland	no recent bond issues			Terminal Expansion, Airfield renovations
Sacramento	07/25/02	Aaa	\$91.8	Terminal Expansion
San Francisco	12/18/02	Aaa	\$157.0 ⁽¹⁾	Ground Transportation Improvements
	02/28/02	Aaa	\$365.0 ⁽¹⁾	
San Jose	12/04/02	Aaa	\$91.6	New Terminal
Seattle	11/14/02	Aaa	\$230.6 ⁽²⁾	Third runway, Terminal Expansion

(1) Refunding Bonds

(2) Series 1999, remarked

“Over 2002-2010, at least \$30 billion in major infrastructure improvements are planned in the major airlines’ hub airports....” -- Salomon Smith Barney “2002 Hub Factbook”



Comparative Airport Data

Debt Comparison

The debt load of any individual airport depends on where it is in its development cycle...

Airport	Estimated Annual Debt Service FY2003 (in millions)	Estimated Debt Service per Enplanement FY2003
AIAS	\$19.5	\$7.40
Louisville	\$42.1	\$24.76
Memphis	\$87.2	\$17.48
Oakland	\$207.9	\$37.69
Portland	\$43.0	\$7.41
Sacramento	\$25.2	\$6.24
San Francisco	\$432.3	\$30.88
San Jose	\$27.8	\$5.13
Seattle (1)	\$69.2	\$5.45

(1) Seattle cost per enplanement in FY03 is \$9.31 and is forecast to increase to \$20.75 in FY07

As of fiscal year ending June 2002, except Seattle, FY ending 12/31/02

Source: Financial data from DOT Form 127. Enplanement data from U.S. DOT as compiled by Data Base Products, Inc.



Comparative Airport Data

Top 10 New Money Bond Issues at Other Airports Since Sept. 11th

		(in millions)
07/24/02	Port of Oakland - California	\$620.0
07/25/02	NYC Industrial Dev Agency; American Airlines	\$500.0
07/24/02	Houston Intercontinental Airport	\$474.5
10/05/01	Port of Seattle - Washington	\$427.5
04/24/02	Los Angeles Department of Airports	\$300.0
06/26/02	Port of NY & NJ	\$300.0
10/21/02	Atlanta Hartsfield Airport	\$300.0
05/17/02	Miami International Airport	\$299.0
03/15/02	Regional Airports Imp Corp: American Airlines	\$268.0
02/12/02	Maryland Transportation Authority	\$264.0
	New Money Bonds	\$7,398.7
	Refunding Bonds	\$6,961.4
	Total Bond Issues	<u>\$14,360.1</u>



AIAS Risk Assessment

➤ **Operational Risk**

- Lower enplanement and air cargo tonnage activity
- Lower Non-Airline Revenues
- Additional TSA security processing requirements

➤ **Project Risk**

- Schedule delay
- Lower amount of Airline Leased Premises
- Project cost increases

➤ **Financial Risk**

- Lower AIP discretionary funding
- Higher interest rates
- “Event Threat” on industry



Findings and Recommendations

- Airport Revenue Bonds provide consistent, predictable airline rate impacts
- Based on the AOA, airlines pay for all operating and capital costs of the AIAS after deducting Non-Airline Revenues
- Anchorage passenger market has recovered and will continue to grow by 2% to 3% annually
- Anchorage cargo market has exceeded forecasts and is a key point of departure for trans-pacific market
- Full faith and credit is not at risk with issuance of Airport Revenue Bonds
- In order to be ready to meet the forecast recovery, other airports are moving ahead with large-scale development programs.
- TRP completion needed to meet future passenger demand

HB

327

STATE OF ALASKA

Interim:

113 North Cushman, Rm. 205
Fairbanks, Alaska 99701
(907) 456-7423
Fax: (907) 451-9293

Session:

State Capitol Building
Juneau, Alaska 99801
(907) 465-3466
Fax: (907) 465-2937

REPRESENTATIVE JIM HOLM DISTRICT 9

SPONSOR STATEMENT FOR HB327

“An Act relating to the powers and duties of the Department of Transportation and public officials”

HB327 is being brought forward at the suggestion of the DOT and the Attorney General's office to clean up old statute which is now and always has been, obsolete.

A situation has developed in Rural Alaska where a bridge is being held up because of an oversight by state government. In the late 70's the Governor wrote executive order No. 39 § 2 (1977) creating the “Alaska Transportation Council” (among other things) directing the commissioner of DOT to consult with this council on all annual transportation projects. Projects were not supposed to move forward without the recommendation of the council being considered. Unfortunately, that governor and subsequent governors failed to populate the council and it never actually came into existence. This made it difficult to comply. Further complicating the issue was the manner in which the council became law. As an executive order, it entered statute from lack of action on the part of the legislature and was therefore, somewhat outside of the usual process.

As we in the Legislature know, good ideas come and go. What seemed very prudent at one point can seem impractical at a later date. I feel that as a matter of policy, if we have placed an unrealistic statute into law we should repair it at the first notice. This is exactly the situation that HB327 addresses, but with a more serious consequence. Because the State may have unwittingly overlooked the requirement to “consider the recommendation of the Council...” and do a cost “benefit” study for each

project in the state, it has found itself in litigation. This oversight was brought to my attention last year.

Our problem is fairly straight forward. The state is not complying with this old statute, thereby setting a basis for litigation. One person has taken advantage of this situation to get an injunction against a rural project and there is every reason to think that more will follow. To preserve our current and future projects, we must quickly repair this statute and take the further step of making it retroactive.

The other changes to the statute amount to house cleaning. The changes reflect "Powers and Duties" that have been handed to other agencies along with practices that cost more than the resulting savings. Also some changes include allowing the Commissioner to study "alternative fuels" for use in state vehicles rather than just natural gas. And finally, changing "annual" requirements to "periodic" which will allow the commissioner discretion in choosing times that are sensible. This will save the money spent on studies and let it be spent on roads.

Please help me make this crucial change as soon as practical.

Proposed
Committee Substitute

WORK DRAFT

WORK DRAFT

23-LS1135VH
Utermohle
2/17/04

CS FOR HOUSE BILL NO. 327()

**IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-THIRD LEGISLATURE - SECOND SESSION**

BY

**Offered:
Referred:**

Sponsor(s): REPRESENTATIVE HOLM

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to the powers and duties of the Department of Transportation and**
2 **Public Facilities; and repealing a requirement that public facilities comply with energy**
3 **standards adopted by the Department of Transportation and Public Facilities; and**
4 **providing for an effective date."**

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

6 *** Section 1. AS 44.42.020(a) is amended to read:**

7 (a) The department shall

8 (1) plan, design, construct, and maintain all state modes of
9 transportation and transportation facilities and all docks, floats, breakwaters, buildings,
10 and similar facilities;

11 (2) study existing transportation modes and facilities in the state to
12 determine how they might be improved or whether they should continue to be
13 maintained;

14 (3) study alternative means of improving transportation in the state

1 with regard to the economic costs of each alternative and its environmental and social
2 effects;

3 (4) develop a comprehensive, long-range, intermodal transportation
4 plan for the state;

5 (5) study alternatives to existing modes of transportation in urban areas
6 and develop plans to improve urban transportation;

7 (6) cooperate and coordinate with and enter into agreements with
8 federal, state, and local government agencies and private organizations and persons in
9 exercising its powers and duties;

10 (7) manage, operate, and maintain state transportation facilities and all
11 docks, floats, breakwaters, and buildings, including all state highways, vessels,
12 railroads, pipelines, airports, and aviation facilities;

13 (8) study alternative means of transportation in the state, considering
14 the economic, social, and environmental effects of each alternative;

15 (9) coordinate and develop state and regional transportation systems,
16 considering deletions, additions, and the absence of alterations;

17 (10) develop facility program plans for transportation and state
18 buildings, docks, and breakwaters required to implement the duties set out in this
19 section, including but not limited to functional performance criteria and schedules for
20 completion;

21 (11) supervise and maintain all state automotive and mechanical
22 equipment, aircraft, and vessels, except vessels and aircraft used by the Department of
23 Fish and Game or the Department of Public Safety; for state vehicles maintained by
24 the department, the department shall periodically [ANNUALLY] evaluate the cost,
25 efficiency, and commercial availability of alternative fuels [NATURAL GAS] for
26 automotive purposes, and the purpose for which the vehicles are intended to be used,
27 and convert or purchase vehicles to use alternative fuels [UTILIZE NATURAL
28 GAS] whenever practicable; the department may participate in joint ventures with
29 public or private partners that will foster the availability of alternative fuels
30 [NATURAL GAS] for all automotive fuel consumers;

31 (12) supervise aeronautics inside the state, under AS 02.10;

1 (13) [COMPLETE AND MAINTAIN A CURRENT INVENTORY
2 OF PUBLIC FACILITIES, INCLUDING A PROJECTION OF THE
3 SERVICEABILITY OF THE FACILITIES AND PROJECTIONS OF
4 REPLACEMENTS AND ADDITIONS TO FACILITIES NEEDED TO PROVIDE
5 THE LEVEL OF SERVICES PROGRAMMED BY THE VARIOUS USER
6 AGENCIES, FOR MUNICIPALITIES WITH POPULATIONS OF LESS THAN
7 12,000 AND FOR UNINCORPORATED COMMUNITIES, AND PERFORM
8 THOSE DUTIES ON A COOPERATIVE BASIS WITH LARGER
9 MUNICIPALITIES;

10 (14) ADOPT ENERGY PERFORMANCE STANDARDS FOR
11 PUBLIC FACILITIES OF THE STATE, THE CONSTRUCTION OF WHICH
12 BEGINS AFTER JULY 1, 1980; THE STANDARDS SHALL BE BASED ON
13 THERMAL AND LIGHTING ENERGY STANDARDS ESTABLISHED BY THE
14 AMERICAN SOCIETY OF HEATING, REFRIGERATION AND AIR
15 CONDITIONING ENGINEERS AS ADAPTED FOR APPLICATION IN HIGH
16 LATITUDE, COLD CLIMATE ENVIRONS;

17 (15) PROVIDE PLANNING ASSISTANCE, INCLUDING BUT NOT
18 LIMITED TO ENERGY AUDITS AND RELATED TECHNICAL SERVICES, TO
19 SCHOOL DISTRICTS AND REGIONAL EDUCATIONAL ATTENDANCE
20 AREAS TO DEVELOP AND IMPLEMENT

21 (A) STANDARDS FOR THE DESIGN, CONSTRUCTION,
22 AND OPERATION OF RURAL EDUCATIONAL FACILITIES; AND

23 (B) ENERGY CONSERVATION MEASURES FOR RURAL
24 EDUCATIONAL FACILITIES;

25 (16)] implement the safety and financial responsibility requirements
26 for air carriers under AS 02.40;

27 (14) [(17)] inspect weights and measures.

28 * Sec. 2. AS 44.42.050(a) is amended to read:

29 (a) The commissioner shall develop [ANNUALLY] a comprehensive,
30 intermodal, long-range transportation plan for the state. In developing and revising
31 the state plan, the commissioner shall consider means and costs of improving existing

1 modes and facilities, state and federal subsidies, and the costs [AND BENEFITS] of
2 new transportation modes and facilities. [THE COMMISSIONER SHALL ALSO
3 CONSIDER THE RECOMMENDATION OF THE ALASKA TRANSPORTATION
4 PLANNING COUNCIL.] The plan shall be submitted to the governor for review and
5 approval and submitted by the governor to the legislature.

6 * Sec. 3. AS 46.11.900(8) is amended to read:

7 (8) "thermal and lighting energy standards" means the thermal and
8 lighting energy standards

9 (A) established by the American Society of Heating,
10 Refrigeration, and Air Conditioning Engineers as revised

11 [(i) BY THE COMMISSIONER OF
12 TRANSPORTATION AND PUBLIC FACILITIES UNDER
13 AS 44.42.020(a) FOR PUBLIC FACILITIES; OR

14 (ii)] by the Alaska Housing Finance Corporation for
15 buildings and structures that are not public facilities; or

16 (B) developed in regulations adopted

17 [(i) BY THE COMMISSIONER OF
18 TRANSPORTATION AND PUBLIC FACILITIES UNDER
19 AS 44.42.020(a) FOR PUBLIC FACILITIES; OR

20 (ii)] by the Alaska Housing Finance Corporation for
21 buildings and structures that are not public facilities.

22 * Sec. 4. AS 46.11.010 is repealed.

23 * Sec. 5. The uncodified law of the State of Alaska is amended by adding a new section to
24 read:

25 RETROSPECTIVITY. Section 2 of this Act is retrospective to July 1, 1977.

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

Alaska State Legislature

Representative Jim Holm

District 9

Session

Capitol Building, Room 110

Juneau, AK 99801

Phone: (907) 465-3466

Fax: (907) 465-2937



Interim

119 N. Cushman St.

Fairbanks, AK 99701

Phone: (907) 456-7423

Fax: (907) 451-9293

HB327

Sectional Analysis

Section 1:

Changes the statutory requirement on the commissioner of DOT. In subparagraph (11) the requirement to “annually” study the costs of switching state vehicles to natural gas is lessened to “periodically” at the discretion of the Commissioner.

In the same subparagraph, the scope of such a study is expanded to include all “alternative fuels”.

Subparagraph (13) is deleted at the request of DOT and is deemed counter productive.

Subparagraph (14) is deleted at the request of DOT. Standard practice accounts for some of the stated goals, and resources expended to comply would likely exceed savings.

Subparagraph (15) and (15) (a), (b) are deleted at the request of DOT. School districts have taken over this function for the most part.

Section 2:

Deletes the word “annually” from the comprehensive plan language because the plan is ongoing. An annual requirement would be costly and impractical. Also a DOT request.

Deletes “and benefits” from the design requirements as “benefits” of a project are best determined by the legislature. Also, at the request of DOT.

Deletes the reference to the "Alaska Transportation Planning Council", which is currently not in physical existence.

Section 3:

Deletes commissioner duties that have been given to AHFC or municipalities.

Section 4:

Deletes specific lighting standards set forth in AS 46.11.010.

Section 5:

Retroactivity clause.

Section 6:

Effective date.

THE
FOLLOWING
DOCUMENT(S)
ARE
POOR
ORIGINAL
COPIES

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES OFFICE OF THE COMMISSIONER

3132 CHANNEL DRIVE
JUNEAU, ALASKA 99801-7098

TEXT: (907) 465-3652

FAX: (907) 586-8365

PHONE: (907) 465-3900

February 13, 2004

The Honorable Jim Holm
Co-Chair, House Transportation
Alaska State Legislature
State Capitol, Room 110
Juneau AK 99801

Dear Representative Holm:

Through the cooperative efforts of our respective staffs, let me first thank you for taking lead on this important piece of legislation (HB 327). As you know, the department's transportation planning statutes are nearly three decades old, and have not been updated to reflect modern practice nor the influence of the federal-aid requirements that we must routinely adjust to. This legislation would bring these statutes into compliance with the external requirements, and simplify the planning process to ensure we deliver projects and not paper studies with our scarce funds.

The legislation also accomplishes some important housekeeping tasks, such as bringing our departmental powers and duties in line with changes that have occurred over time. To this end, I would offer these comments:

Section 1. Pertaining to AS 44.42.020 (a)

- Paragraph (11) is modified to minimize the frequency and hence the costs of alternative fuels evaluations for use in state vehicles. It also is modified to reflect the emergence of new alternatives fuels in addition to natural gas. We support this modification.
- Paragraph (13) is deleted to reflect that our agency has not been funded to perform this duty for more than a decade. Whether the public facilities responsibility remains at DOT&PF is still an open question, but regardless of that outcome, we support this modification.
- Paragraph (14) is deleted to reflect that our agency has not been funded to perform this duty for more than a decade. We believe there are many other standard setting bodies for energy performance standards and do not think this a valid responsibility for a state agency regardless of whether the public facilities responsibility remains at DOT&PF. We support this modification.
- Paragraph (15) is deleted to reflect the transfer of school construction responsibility to local school districts several years ago. We support this modification.

Representative Holm

Page 2

February 13, 2004

Section 2. Pertaining to AS 44.42.050 (a):

- This section would modify the transportation planning statute to better reflect modern practice and clarify the technical requirements and timing of updates to the state transportation plans. We support this section and have made some specific suggestions directly to your staff to further improve this section.

Sections 3 and 4. Pertaining to AS 46.11.900(8) and AS 46.11.010:

- Our comments above on paragraph (14) of AS 44.42.020 (a) in Section 1 of bill apply here too. We support this modification.

We understand that this bill will need our support and background information to ensure it is supported by the Legislature. To this end we are committed to meeting in any venue so scheduled and offering testimony as requested. I thank you for your dedication to this effort and important contribution to the state's transportation future.

Sincerely,


Mike Barton
Commissioner

cc: Rebecca L Hultberg, Special Staff Assistant, Office of the Governor
John MacKinnon, Deputy Commissioner of Highways & Public Facilities, DOT&PF
Jeff Otlesen, Director, Division of Program Development, DOT&PF
Nona Wilson, Legislative Liaison, DOT&PF

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB327-DPS-ASTD-2-24-04
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: Public Safety
 Title "An Act relating to the powers and duties of the RDU Alaska State Troopers
Department of Transportation and Public Facilities . . ." Component AST Detachments
 Sponsor Representative Holm
 Requester House Transportation Committee Component No. 2325

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						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

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

FUND SOURCE (Thousands of Dollars)

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

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)

This bill changes certain requirements of the Department of Transportation and Public Facilities relating to the evaluation of alternative fuel for vehicles under its supervision, and changes certain duties of the department relating to public facilities.

Passage of this legislation is not anticipated to have a fiscal impact on the Department of Public Safety.

Prepared by: Joan M. Kasson, Program Budget Analyst Phone 907-465-2640
 Division: Administrative Services Date/Time 2/24/04 9:03 AM
 Approved by: Commissioner William Tandeske Date 2/24/2004
 Agency: Department of Public Safety

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB327-DOT-CO-2-13-04
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title Powers and Duties of DOT&PF RDU Administration & Support
 Component Commissioner's Office
 Sponsor Holm
 Requester H Transportation Committee Component No. 530

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						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

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

FUND SOURCE (Thousands of Dollars)

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

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)

Prepared by: Nona Wilson Phone 465-6973
 Division: Legislative Liaison Date/Time 2/16/04 12:43 PM
 Approved by: John MacKinnon Date 2/16/2004
 Agency: Deputy Commissioner

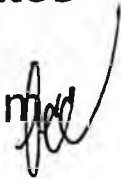
STATE OF ALASKA
HOUSE OF REPRESENTATIVES
Representative Jim Holm



119 N. Cushman
Fairbanks, AK 99701
TEL 456-7423, FAX 451-9293

State Capitol
Juneau, AK 99801
TEL 465-3466, FAX 465-2937

MEMO

DATE: February 26, 2004
TO: Transportation Committee
FROM: Representative Jim Holm 
RE: HB 327, Powers/Duties DOTPF

Attached are:

1. New proposed CS, VERSION I
2. Additional zero fiscal note.

23-LS1135V
Utermohle
2/24/04

CS FOR HOUSE BILL NO. 327()

**IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-THIRD LEGISLATURE - SECOND SESSION**

BY

**Offered:
Referred:**

Sponsor(s): REPRESENTATIVES HOLM, Ogg

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to the powers and duties of the Department of Transportation and**
2 **Public Facilities; relating to a long-range program for highway construction and**
3 **maintenance; repealing a requirement that public facilities comply with energy**
4 **standards adopted by the Department of Transportation and Public Facilities; and**
5 **providing for an effective date."**

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

7 *** Section 1.** The uncodified law of the State of Alaska is amended by adding a new section
8 to read:

9 **PURPOSE AND INTENT OF SECTION 4 OF THIS ACT.** (a) The purpose of the
10 amendment of AS 44.42.050(a) by sec. 4 of this Act is to validate and affirm the long-
11 standing practice of the state with regard to the procedures used by the state for the planning
12 of transportation projects and to ensure the validity of all existing administrative regulations
13 of the Department of Transportation and Public Facilities.

1 (b) It is the intent of the legislature in amending of AS 44.42.050(a) to expressly
2 overrule the decision of the Alaska Superior Court in Trout Unlimited v. State, 3AN-02-
3 09363 Civil, and to affirm the validity of the state transportation planning process.

4 * Sec. 2. AS 19.10.140 is amended to read:

5 **Sec. 19.10.140. Long-range program for highway construction and**
6 **maintenance.** The [GOVERNOR SHALL REQUIRE THE] department may [TO]
7 establish a continuing, long-range program for highway construction and maintenance.
8 The program must periodically [ANNUALLY] project proposed construction and
9 maintenance of highways for not less than the next succeeding 20 [FIVE] years. The
10 program shall become part of the state transportation plan developed under
11 AS 44.42.050 [A STATEMENT OF THE PROGRAM SHALL BE SUBMITTED
12 BY THE GOVERNOR TO THE LEGISLATURE ANNUALLY, AND THE LONG-
13 RANGE PROGRAM SHALL INCLUDE IN DETAIL THE PROGRAM PREPARED
14 UNDER AS 19.10.150].

15 * Sec. 3. AS 44.42.020(a) is amended to read:

16 (a) The department shall

17 (1) plan, design, construct, and maintain all state modes of
18 transportation and transportation facilities and all docks, floats, breakwaters, buildings,
19 and similar facilities;

20 (2) study existing transportation modes and facilities in the state to
21 determine how they might be improved or whether they should continue to be
22 maintained;

23 (3) study alternative means of improving transportation in the state
24 with regard to the economic costs of each alternative and its environmental and social
25 effects;

26 (4) develop a comprehensive, long-range, intermodal transportation
27 plan for the state;

28 (5) study alternatives to existing modes of transportation in urban areas
29 and develop plans to improve urban transportation;

30 (6) cooperate and coordinate with and enter into agreements with
31 federal, state, and local government agencies and private organizations and persons in

1 exercising its powers and duties;

2 (7) manage, operate, and maintain state transportation facilities and all
3 docks, floats, breakwaters, and buildings, including all state highways, vessels,
4 railroads, pipelines, airports, and aviation facilities;

5 (8) study alternative means of transportation in the state, considering
6 the economic, social, and environmental effects of each alternative;

7 (9) coordinate and develop state and regional transportation systems,
8 considering deletions, additions, and the absence of alterations;

9 (10) develop facility program plans for transportation and state
10 buildings, docks, and breakwaters required to implement the duties set out in this
11 section, including but not limited to functional performance criteria and schedules for
12 completion;

13 (11) supervise and maintain all state automotive and mechanical
14 equipment, aircraft, and vessels, except vessels and aircraft used by the Department of
15 Fish and Game or the Department of Public Safety; for state vehicles maintained by
16 the department, the department shall periodically [ANNUALLY] evaluate the cost,
17 efficiency, and commercial availability of alternative fuels [NATURAL GAS] for
18 automotive purposes, and the purpose for which the vehicles are intended to be used,
19 and convert or purchase vehicles to use alternative fuels [UTILIZE NATURAL
20 GAS] whenever practicable; the department may participate in joint ventures with
21 public or private partners that will foster the availability of alternative fuels
22 [NATURAL GAS] for all automotive fuel consumers;

23 (12) supervise aeronautics inside the state, under AS 02.10;

24 (13) [COMPLETE AND MAINTAIN A CURRENT INVENTORY
25 OF PUBLIC FACILITIES, INCLUDING A PROJECTION OF THE
26 SERVICEABILITY OF THE FACILITIES AND PROJECTIONS OF
27 REPLACEMENTS AND ADDITION TO FACILITIES NEEDED TO PROVIDE
28 THE LEVEL OF SERVICES PROGRAMMED BY THE VARIOUS USER
29 AGENCIES, FOR MUNICIPALITIES WITH POPULATIONS OF LESS THAN
30 12,000 AND FOR UNINCORPORATED COMMUNITIES, AND PERFORM
31 THOSE DUTIES ON A COOPERATIVE BASIS WITH LARGER

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

MUNICIPALITIES;

(14) ADOPT ENERGY PERFORMANCE STANDARDS FOR PUBLIC FACILITIES OF THE STATE, THE CONSTRUCTION OF WHICH BEGINS AFTER JULY 1, 1980; THE STANDARDS SHALL BE BASED ON THERMAL AND LIGHTING ENERGY STANDARDS ESTABLISHED BY THE AMERICAN SOCIETY OF HEATING, REFRIGERATION AND AIR CONDITIONING ENGINEERS AS ADAPTED FOR APPLICATION IN HIGH LATITUDE, COLD CLIMATE ENVIRONS;

(15) PROVIDE PLANNING ASSISTANCE, INCLUDING BUT NOT LIMITED TO ENERGY AUDITS AND RELATED TECHNICAL SERVICES, TO SCHOOL DISTRICTS AND REGIONAL EDUCATIONAL ATTENDANCE AREAS TO DEVELOP AND IMPLEMENT

(A) STANDARDS FOR THE DESIGN, CONSTRUCTION, AND OPERATION OF RURAL EDUCATIONAL FACILITIES; AND

(B) ENERGY CONSERVATION MEASURES FOR RURAL EDUCATIONAL FACILITIES;

(16)] implement the safety and financial responsibility requirements for air carriers under AS 02.40;

(14) [(17)] inspect weights and measures.

* Sec. 4. AS 44.42.050(a) is amended to read:

(a) The commissioner shall develop [ANNUALLY] a comprehensive, intermodal, long-range transportation plan for the state. The plan may be developed in separate documents and divided into logical components, including geographic areas, modes of transportation, transportation corridors, systems, and other distinct subjects. In developing and revising the state plan, the commissioner may [SHALL] consider the requirements of 23 U.S.C. 135, as amended. Upon approval of the plan by the commissioner, the commissioner may transmit the plan to the governor and [MEANS AND COSTS OF IMPROVING EXISTING MODES AND FACILITIES, STATE AND FEDERAL SUBSIDIES, AND THE COSTS AND BENEFITS OF NEW TRANSPORTATION MODES AND FACILITIES. THE COMMISSIONER SHALL ALSO CONSIDER THE

1 RECOMMENDATION OF THE ALASKA TRANSPORTATION PLANNING
2 COUNCIL. THE PLAN SHALL BE SUBMITTED TO THE GOVERNOR FOR
3 REVIEW AND APPROVAL AND SUBMITTED BY THE GOVERNOR TO] the
4 legislature.

5 * Sec. 5. AS 44.42.050(d) is amended to read:

6 (d) The commissioner shall periodically develop a program [PLAN MUST
7 INCLUDE A DESCRIPTION] of projects planned for design and construction for a
8 period of not less than [THE FOLLOWING] two years that implement the plan
9 developed under (a) of this section. In developing the program of projects, the
10 commissioner may consider the requirements of 23 U.S.C. 135, as amended. The
11 program [DESCRIPTION] is in addition to the long-range plan required by (a) of this
12 section [AND BY AS 19.10.140]. The program [DESCRIPTION] must include an
13 estimate of federal, state, and other funds anticipated to be received and a
14 description, location, and itemization of the estimated cost for each project and the
15 total cost of all projects. The commissioner shall propose and forward to the governor
16 for review and approval [AND INCLUSION, AS APPROVED, IN THE CAPITAL
17 BUDGET] a construction program that includes the projects to be undertaken during
18 the following year [TWO YEARS], including recommended project priorities.
19 [FUNDS FOR TRANSPORTATION CONSTRUCTION PROJECTS AND
20 NECESSARY CONTINGENCIES SHALL BE ITEMIZED AS ALLOCATIONS
21 WITHIN THE BILL FOR THE GENERAL APPROPRIATIONS ACT.]

22 * Sec. 6. AS 46.11.900(8) is amended to read:

23 (8) "thermal and lighting energy standards" means the thermal and
24 lighting energy standards

25 (A) established by the American Society of Heating,
26 Refrigeration, and Air Conditioning Engineers as revised

27 [(i) BY THE COMMISSIONER OF
28 TRANSPORTATION AND PUBLIC FACILITIES UNDER
29 AS 44.42.020(a) FOR PUBLIC FACILITIES; OR

30 (ii)] by the Alaska Housing Finance Corporation for
31 buildings and structures that are not public facilities, or

1
2
3
4
5
6
7
8
9
10
11

(B) developed in regulations adopted
[(i) BY THE COMMISSIONER OF
TRANSPORTATION AND PUBLIC FACILITIES UNDER
AS 44.42.020(a) FOR PUBLIC FACILITIES; OR
(ii)] by the Alaska Housing Finance Corporation for
buildings and structures that are not public facilities.

* Sec. 7. AS 46.11.010 is repealed.

* Sec. 8. The uncodified law of the State of Alaska is amended by adding a new section to
read:

RETROSPECTIVITY. Section 4 of this Act is retrospective to July 1, 1977.

* Sec. 9. This Act takes effect immediately under AS 01.10.070(c).

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB327-DPS-ASTD-2-24-04
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: Public Safety
 Title "An Act relating to the powers and duties of the RDU Alaska State Troopers
 Department of Transportation and Public Facilities . . ." Component AST Detachments
 Sponsor Representative Holm
 Requester House Transportation Committee Component No. 2325

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						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

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

FUND SOURCE (Thousands of Dollars)

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

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)

This bill changes certain requirements of the Department of Transportation and Public Facilities relating to the evaluation of alternative fuel for vehicles under its supervision, and changes certain duties of the department relating to public facilities.

Passage of this legislation is not anticipated to have a fiscal impact on the Department of Public Safety.

Prepared by: Joan M. Kasson, Program Budget Analyst Phone 907-465-2640
 Division: Administrative Services Date/Time 2/24/04 3:03 AM
 Approved by: Commissioner William Tandeske Date 2/24/2004
 Agency: Department of Public Safety

HB

387

23-LS1521N
Luckhaupt
2/24/04

CS FOR HOUSE BILL NO. 387(TRA)

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-THIRD LEGISLATURE - SECOND SESSION

BY THE HOUSE TRANSPORTATION COMMITTEE

Offered:
Referred:

Sponsor(s): REPRESENTATIVE GATTO

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to fines for moving motor vehicle or traffic offenses committed within
2 highway work or school zones; and providing for an effective date."

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

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

5 (d) The supreme court, in establishing scheduled amounts of bail under this
6 section, and each municipality that establishes or has established a fine schedule under
7 this section shall provide that the scheduled amount of bail or fine, as applicable, for a
8 moving motor vehicle or traffic offense that is committed in a highway work or
9 school zone shall be double the amount of the bail or fine for the offense if it had not
10 been committed in a highway work or school zone. If the offense was committed in
11 a zone with differential speed limits, the double bail or fine applies only during
12 the period of time when a lower speed limit is in effect.

13 * Sec. 2. AS 28.40.070 is amended to read:

14 **Sec. 28.40.070. Fines for offenses committed within highway work and**

1 school zones doubled. Whenever a person violates a moving motor vehicle or
2 traffic provision of this title or a regulation adopted under the authority of this title
3 within a highway work or school zone, notwithstanding the amount of the fine or the
4 maximum fine set under this title, the fine, or maximum fine, is double the amount
5 provided in this title.

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

7 (27) "school zone" means only the area identified by signs as being
8 near a school.

9 * **Sec. 4.** This Act takes effect January 1, 2005.

Alaska State Legislature

SESSION ADDRESS:

Alaska State Capitol
Juneau, Alaska 99801
Phone: (907) 465-3743
1-800-565-3743
Fax: (907) 465-2381

INTERIM ADDRESS:

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

House Special Committee on Education

Representative Carl Gatto, Chair

SPONSOR STATEMENT

HOUSE BILL 387

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

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

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

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

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

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: HB387-LAW-CDCO-2-6-
 Bill Version: HB387
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: LAW
 Title "An Act relating to fines for offenses committed RDU CRIMINAL
within school zones." Component CDCO
 Sponsor Representative Gatto
 Requester House Transportation Component No. _____

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						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

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

FUND SOURCE (Thousands of Dollars)

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

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)

This bill amends AS 28.40.070 by adding motor vehicle or traffic offenses committed in a school zone to motor vehicle and traffic offenses committed in a highway work zone as subject to double fines.

Passage of this legislation will have no foreseeable fiscal impact on the Department of Law.

Prepared by: Kathryn A. Daughhete, Director Phone 465-3673
 Division Administrative Services Date/Time 2/6/04 10:55 AM
 Approved by: Kathryn Daughhete for Gregg D. Renkes, Attorney General Date 2/6/2004
 Agency Department of Law

FISCAL NOTE

STATE OF ALASKA
2004 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HB387-DPS-AST-1-31-04
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: DPS
 Title Increase Fines for School Zone Vio. RDU Alaska State Troopers
 Component AST Detachment
 Sponsor Rep. Gatto
 Requester (H) C&RA Component No. 2325

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						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

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

FUND SOURCE (Thousands of Dollars)

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

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)

This bill will double the amount of a fine imposed for traffic infractions committed in a school zone. This in essence, will make the penalties for these infractions the same as the penalties for traffic infractions committed in highway work zones.

To implement the provisions of this bill, the Department of Public Safety will be required to work with the Department of Transportation to modify existing traffic regulations. The cost of accomplishing the regulation changes is anticipated to be minimal.

No fiscal impact to the Department of Public Safety is anticipated.

Prepared by: Lt. Al Storey
 Division: Alaska State Troopers
 Approved by: Commissioner William Tandeske
 Agency: Department of Public Safety

Phone 269-4532
 Date/Time 2/2/04 7:26 AM
 Date 2/2/2004

THE
FOLLOWING
DOCUMENT(S)
ARE
POOR
ORIGINAL
COPIES

STATE OFFICE
ALASKA PEACE OFFICERS ASSOCIATION

P.O. Box 240106 Anchorage, Alaska 99524-0106 Phone (907) 277-0515 Fax (907) 272-5355



Business Manager

Joseph Young
Anchorage

Board of Directors

Leo Brandlen, President
Anchorage

Angella Long, Vice President
Wasilla

Michael Corkill, Past President
Mesa, AZ

Kim Wannamaker, Member
Kenai
Pres. Kenai Chapter

Terry Games, Member
Anchorage
Pres. Anchorage Chapter

Tsena Calkin, Member
Palmer
Pres. Mat-Su Chapter

Lonnie Hatman, Member
Fairbanks
Pres. Farthest North Chapter

Jerry Nankervis, Member
Juneau
Pres. Capital City Chapter

A. J. Charlton, Member
Ketchikan
Pres. First City Chapter

James See, Member
Craig
Pres. Prince of Wales Chapter

Augie Kochuten, Member
Unalaska
Pres. Aleutian Islands Chapter

Dan Shamhart, Member
Wrangell
Pres. Wrangell Chapter

February 10, 2004

Senator Gary Wilken
Alaska State Senate
State Capitol
Juneau AK 99801-1182

Dear Senator Wilken,

On behalf of the Alaska Peace Officers Association (APOA), I would like to thank you for introducing SB 244, an act relating to fines for offenses committed within school zones.

This proposed bill provides for better protection of Alaska children when in school zones by doubling the applicable traffic offense.

This change will be of benefit for the citizens and law enforcement of the State of Alaska. We thank you for addressing this issue.

Please contact the APOA office in Anchorage at 277-0515 if there is anything our organization can do to assist in the passage of this bill.

Sincerely,

Leo J. Brandlen
State President

RECEIVED
FEB 16 2004



FAIRBANKS NORTH STAR BOROUGH SCHOOL DISTRICT

520 Fifth Avenue

Fairbanks, Alaska 99701-4756

(907) 452-2000

www.northstar.k12.ak.us

January 23, 2004

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

Dear Senator Wilken:

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

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

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

Please count me as a supporter of SB244.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Ann E. Shortt".

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

NewsBank InfoWeb

Anchorage Daily News (AK)

Anchorage Daily News (AK)

October 24, 2003

Street safety gets closer look

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

Author: TATABOLINE BRANT
Anchorage Daily News
Staff

Edition: Final
Section: Alaska
Page: B1

Estimated printed pages: 3

Article Text:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Copyright (c) 2003, Anchorage Daily News
Record Number: 336042410/24/03

Article Bookmark(OpenURL Compliant): [Anchorage Daily News \(AK\) : Street safety gets closer look](#)
http://docs.newsbank.com/openurl?ctx_ver=z39.88-2004&rft_id=info:sid/iw.newsbank.com:ADNB&rft_val_format=info:ofi/fmt:kev:mtx:ctx&rft_dat=0FE6735A57770E04&sve_dat=InfoWeb:current&req_dat=0FC00EA2EBA62E28

NewsBank InfoWeb

Anchorage Daily News (AK)

Anchorage Daily News (AK)

October 14, 2003

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

Author: TATABOLINE BRANT
Anchorage Daily News
Staff

Edition: Final
Section: Main
Page: A1

Estimated printed pages: 4

Article Text:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Caption:

Illustrated by Ron Engstrom

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

Photos by BILL ROTH / Anchorage Daily News

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

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

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

Photo 1: schoolcrossing_101403.tif

Photo 3: schoolcrossing5_101403.jpg

Photo 4: 14 Hanshew_Spring Hill__101403.jpg

Graphic 2: schoolcrossing3_101403.eps

Copyright (c) 2003, Anchorage Daily News

Record Number: 327092910/14/03

Article Bookmark(OpenURL Compliant): [Anchorage Daily News \(AK\): District looks for safer crossing](http://docs.newsbank.com/openurl?ctx_ver=z39.88-2004&rft_id=info:sid/iw.newsbank.com:ADNB&rft_val_format=info:ofi/fmt:kev:mtx:ctx&rft_dat=0FE3280FA080FA84&svc_dat=InfoWeb:current&req_dat=0FC00EA2EBA62E28)

http://docs.newsbank.com/openurl?ctx_ver=z39.88-2004&rft_id=info:sid/iw.newsbank.com:ADNB&rft_val_format=info:ofi/fmt:kev:mtx:ctx&rft_dat=0FE3280FA080FA84&svc_dat=InfoWeb:current&req_dat=0FC00EA2EBA62E28

NewsBank InfoWeb

Anchorage Daily News (AK)

Anchorage Daily News (AK)

October 11, 2003

Student hit by car on way to bus stop

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

Author: KATIE PESZNECKER
Anchorage Daily News
Staff

Edition: Final
Section: Alaska
Page: B1

Estimated printed pages: 3

Article Text:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Daily News reporter Katie Pesznecker can be reached at kpesznecker@adn.com.

Copyright (c) 2003, Anchorage Daily News
Record Number: 324555810/11/03

Article Bookmark(OpenURL Compliant): [Anchorage Daily News \(AK\) : Student hit by car on way to bus stop](http://docs.newsbank.com/openurl?ctx_ver=z39.88-2004&rft_id=info:sid/iw.newsbank.com:ADNB&rft_val_format=info:ofi/fmt:kev:mtx:cix&rft_dat=0FE3280AEF67ABB9&svc_dat=InfoWeb:current&req_dat=0FC00EA2EBA62E28)
http://docs.newsbank.com/openurl?ctx_ver=z39.88-2004&rft_id=info:sid/iw.newsbank.com:ADNB&rft_val_format=info:ofi/fmt:kev:mtx:cix&rft_dat=0FE3280AEF67ABB9&svc_dat=InfoWeb:current&req_dat=0FC00EA2EBA62E28

WRAL.com

noyes

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

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

POSTED: 5:26 p.m. EDT October 23, 2003

UPDATED: 12:56 a.m. EDT October 24, 2003

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



can prove dangerous for students on their way to school.

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

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

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

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

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

The authorities are still looking for the truck and driver.

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

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



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



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

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

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

Previous Stories:

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

Copyright 2003 by WRAL.com. All rights reserved. This material may not be published, broadcast, rewritten or redistributed.



Featured Sections: Community Recipes Entertainment Restaurants Ask the Experts Directory Search

- Home
News
Weather
Sports
Schools
Lottery
E-news
E-Alerts
PDA
Station Info/ Programming
Contact Us
Jobs @ WHSV

Search bar with magnifying glass icon, dropdown menu set to 'All of WHSV', and a submit button.

Google Search bar with the word 'Search' next to it.



Desktop ALERT banner with text: -Instant Weather For YOUR Area -Breaking News and e-Alerts -Always Available on Your Desktop. Includes WHSV logo and 'Click To Download' button.

SAVE THIS EMAIL THIS PRINT THIS MOST POPULAR

Children First: School Zone Safety

Danielle Banks

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

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

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

So what can you do?

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

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

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

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

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

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

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

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

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

If the Man good, do worth the

- Three small circular icons or buttons arranged vertically.

submit



National Bus Safety Week is the third week in October.

whsv.com Extended Web Coverage

Safety Tips For Children:

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

Safety Tips For Parents:

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

Safety Tips For Motorists:

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

General Facts

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

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

More Stories

Children First: Report Cards

Children First: EMU Tuition Plan

Children First

Children First: Foster Care Crisis

Children First: Kids and Etiquette

Children First: Talking to Kids About

Annual Statistical Report
Traffic



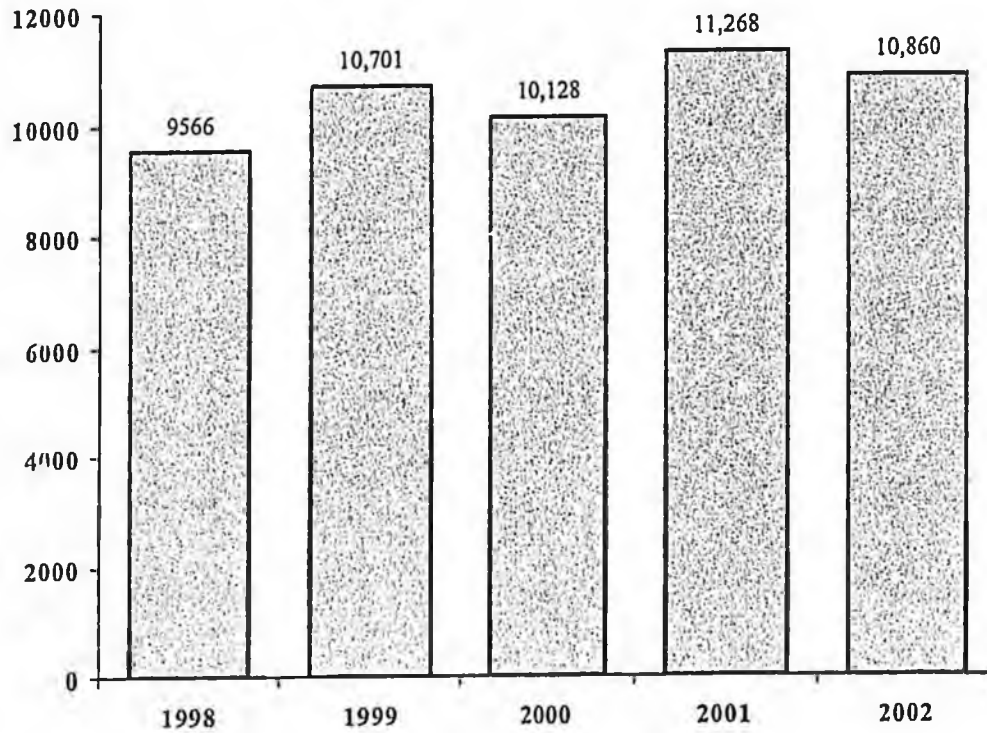
2002

Anchorage Police Department

Traffic Section



Traffic Accidents 1998-2002



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

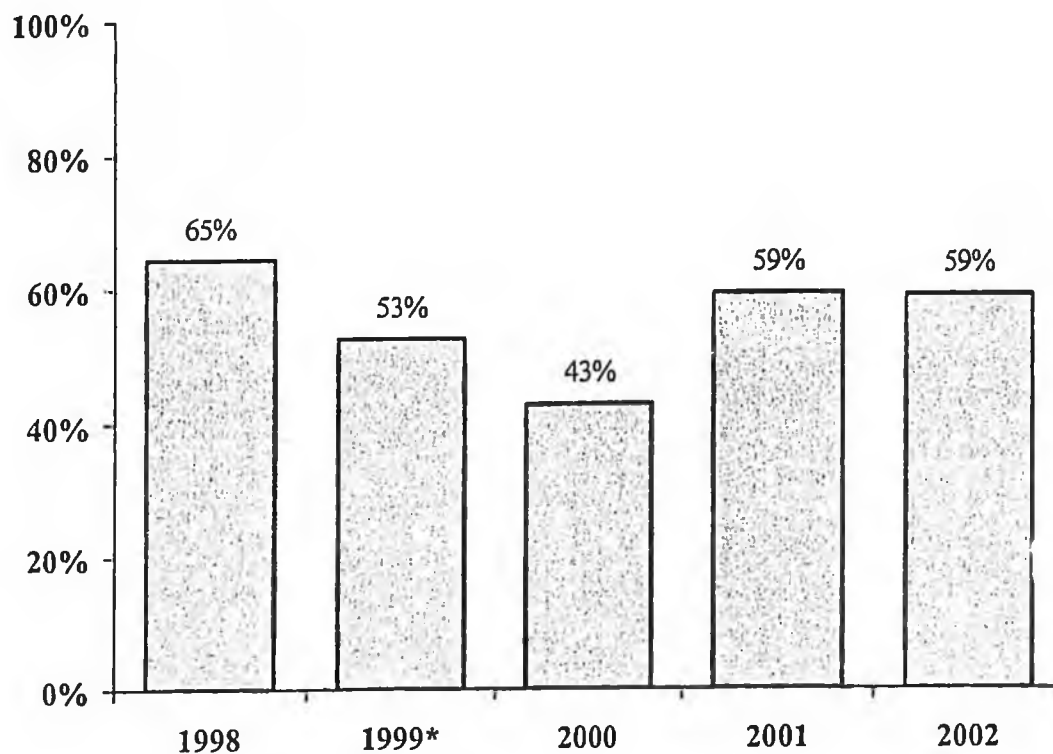
A single accident can be in multiple totals.

¹ Number of accidents with fatalities, not number of victims.

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

Fatal Accident Summary

Alcohol and Drug Involvement known to Police



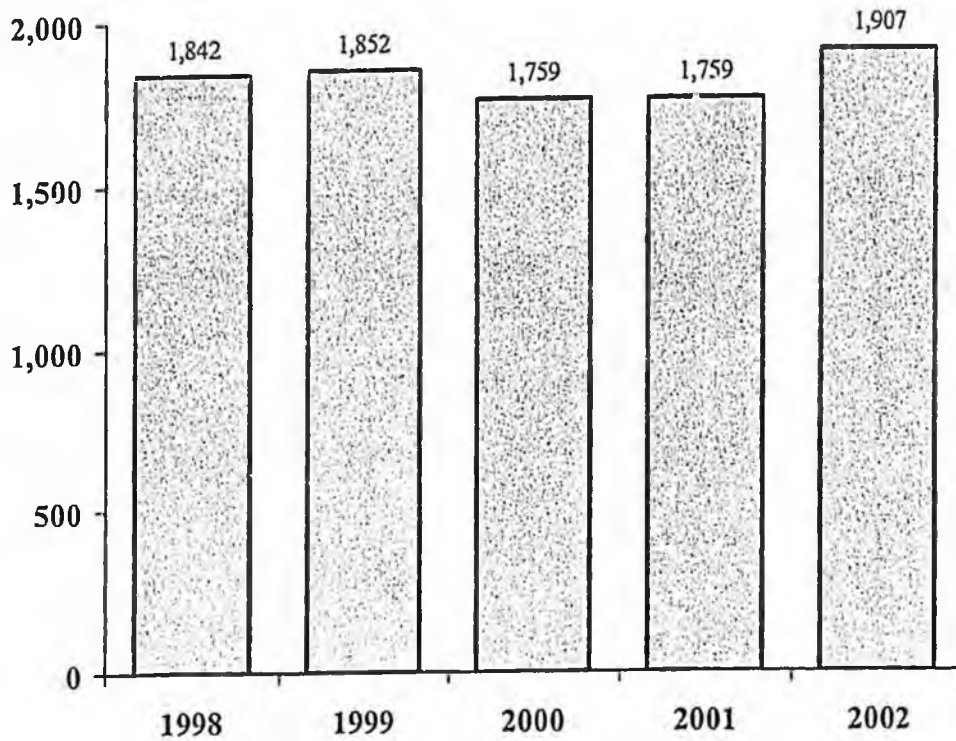
	1998	1999*	2000	2001	2002
Number of Fatality Accidents with Alcohol or Drugs Involved	17	19	28	27	34
Percentage	65%	53%	43%	59%	59%

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

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

DUI Arrest*

1998-2002



Yearly Totals

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

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

Traffic Violations

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

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

Nonmoving (Parking) Citations

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

* Source: State of Alaska

Washington's Safer School Zones

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

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

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

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

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

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

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

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

School Zone Safety Improvement Project

WASHINGTON

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

PROBLEM IDENTIFICATION

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

GOALS AND OBJECTIVES

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

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

STRATEGIES AND ACTIVITIES

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

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

RESULTS

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

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

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

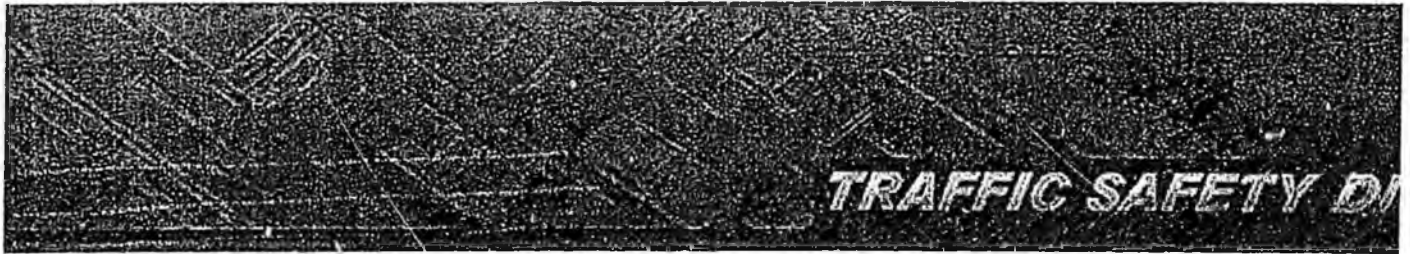
FUNDING

State: \$300,000

CONTACT

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





WASHINGTON

School Zone Safety Curriculum

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

PROBLEM IDENTIFICATION

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

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

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

GOALS AND OBJECTIVES

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

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

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

STRATEGIES AND ACTIVITIES

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

RESULTS

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

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

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

FUNDING

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

CONTACT

Lynn Drake
Program Manager
WA Traffic Safety
Commission
PO Box 40944
Olympia, WA 98504
ldrake@wtsc.wa.gov

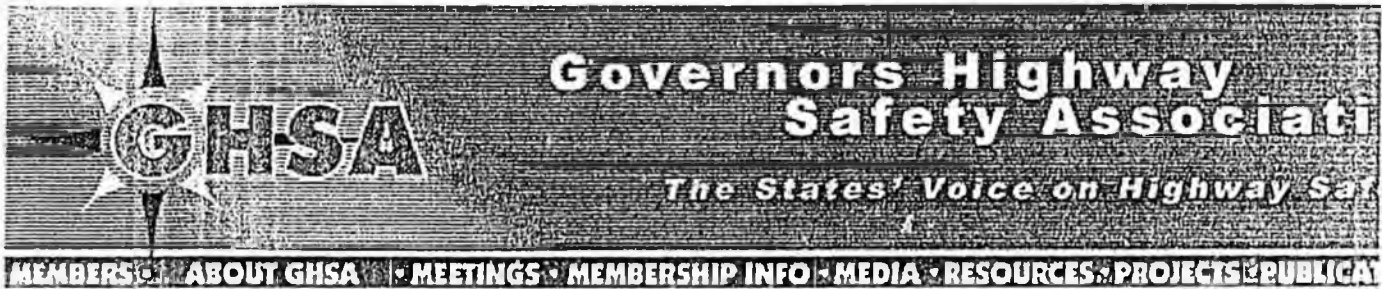
elementary schools, 350 law enforcement agencies, and traffic safety advocates in the state.



NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WINTER 2002





State Information

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

	State	Sanctions for Speeding in a Construction Zone	Sanctions for Speeding in a School Zone
Home			
Main	Alaska		Six points are assessed on the driving record.
Laws	Arkansas	An additional fine, equal to all other fines, is imposed for exceeding the posted limit when construction personnel are present.	First offense is 1-10 days in jail and \$25-50 fine; second offense within one year is 5-25 days in jail and \$50-\$250 fine and license suspension for 6 months (subsequent offense within 1 year is 25 days, 6 months in jail and \$250-\$1000 fine; 3rd offense within one year is license suspension for one year.
<ul style="list-style-type: none"> • Safety Belt Laws • Graduated Licensing Laws • Helmet Laws • Impaired Driving Laws • Child Passenger Safety Laws • State Speed Limit Laws • Sanctions for School and Construction Zones. • Cell Phone Laws • Checkpoint Laws • Automatic Enforcement Laws • Low Speed Vehicle Laws • Segway Laws • Drug Impaired Driving Laws • Older Driver Laws 	Colorado	If a speeding offense occurs in a construction zone, fines and surcharges are double the usual amount.	<u>If a speeding offense occurs in a school zone, fines and surcharges are double the usual amount.</u>
Funding	Connecticut	The fine is double the usual amount.	
Grants	Florida	For exceeding the speed limit in a construction zone (except for speeds less than 5 MPH over the posted limit where only a warning is issued), the fine is double the amount in the fine schedule. Note: if a person decides to adjudicate the speeding offense in a construction zone, the fine is not more than \$1000.	<u>For exceeding the speed limit in a school zone, the fine in the schedule is \$50, if the speed limit was exceeded by less than 5 MPH. Otherwise the fine is double. If a person decides to adjudicate the speeding offense, the fine is not more than \$1000.</u>
Information by State	Georgia	Jail of not more than 12 months and a fine of \$100-\$2000.	
	Illinois	A fine of \$150 (mandatory) to \$1000, and additional fine of \$50 which is used for school safety.	A fine of \$150 (mandatory) to \$1000, and additional fine of \$50 which is used for school safety
	Indiana	The court may order a person to pay a fee of \$25 for	



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

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

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

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

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

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

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

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

Anchorage Speeding Fines

9.25.03.0C

3-9 miles over = \$12 per mile over

10-19 miles over = \$14 per mile over

20 or more miles over = \$16 per mile over and possible reckless driving.

3-9 miles over current fine range = \$36-\$108

10-19 miles over current fine range = \$140-\$266

20 miles over current fine = \$320

HB

388

REPRESENTATIVE KEVIN MEYER

HOUSE DISTRICT 30

HOUSE BILL 388

“An Act relating to renewal of a driver’s license by applicants 25 years of age or younger; and providing for an effective date.”

Information for House Transportation Committee Hearing

Teleconference Sites Requested:

Anchorage Legislative Information Office
Fairbanks Legislative Information Office
Kenai Legislative Information Office

Off-Net Locations/Parties

OC Madden, Brown Jug of Alaska
907-563-3815, extension 223

Public Testimony Information:

Duane Banock, Director of Division of Motor Vehicles: Anchorage LIO
Kerry Hennings, Division of Motor Vehicles: Anchorage LIO
Cindy Cashen, Mothers Against Drunk Drivers: (H) Transportation Hearing
OC Madden, Brown Jug Alaska, Off-Net

REPRESENTATIVE KEVIN MEYER

HOUSE DISTRICT 30

SPONSOR STATEMENT

HOUSE BILL 388

“An Act relating to renewal of a driver’s license by applicants 25 years of age or younger; and providing for an effective date.”

Under current statute, an Alaska driver’s license may be renewed by mail if a licensee meets certain requirements that are outlined in AS 28.15.101(c). HB 388 prohibits licensees 25 years of age or younger from renewing an Alaska driver’s license by mail.

Examining drivers and issuing licenses is no longer the sole concern of the Division of Motor Vehicles (DMV). Because the driver’s license has assumed a role beyond traffic safety, where both government and private entities rely on the license for personal identification, there is a concern about obtaining fraudulent driver’s licenses, especially among minors.

An Alaska driver’s license expires five years after the date of issue. An individual, who renews by mail, receives a sticker to adhere to the back of the expired driver’s license. A licensee can then give the driver’s license, with the extension sticker on the back, to a younger sibling or to a younger friend. The licensee may then go to a DMV office and request a duplicate license, being able to show positive proof of identification through a birth certificate or other acceptable means.

The use of a fake ID increases the use of alcohol and underage smoking. Fraudulent driver’s licenses have led to increased strains on private businesses and the court system.

The Alaska Division of Motor Vehicles is in the process of improving the technology used to create driver’s licenses, enabling the division to deter potentially fraudulent activities. DMV is working to create a license that is difficult to counterfeit in order to protect against both identity theft and minors who attempt to create, or obtain a license fraudulently, in order to show proof of age that they are over 21.

HB 388 strengthens the security of driver’s licenses, deters fraudulent activity by minors, and reduces the liability on government and private entities that rely on state-issued licenses as a means of positive identification.

Last Updated: January 22, 2004

Email: Representative_Kevin_Meyer@legis.state.ak.us • Toll Free: (866) 465-4945
Session: State Capitol, Juneau, Alaska 99801-1182 • Phone: (907) 465-4945 Fax: (907) 465-3476
Interim: 716 W. 4th Ave., Anchorage, Alaska 99501-2133 • Phone: (907) 269-0199 Fax: (907) 269-0197

REPRESENTATIVE KEVIN MEYER

HOUSE DISTRICT 30

SECTIONAL ANALYSIS

HOUSE BILL 388

“An Act relating to renewal of a driver’s license by applicants 25 years of age or younger; and providing for an effective date.”

Section 1: Prohibits licensees under the age of 25 years old from renewing an Alaska driver’s license by mail.

Section 2: Effective Date: October 1, 2004

REPRESENTATIVE KEVIN MEYER

HOUSE DISTRICT 30

MEMORANDUM

DATE: January 22, 2004

TO: Representative Jim Holm
Chairman, House Transportation Committee

FROM: Representative Kevin Meyer *Ki ☺*

RE: House Bill 388 Young Can't Renew Drivers License By Mail

At your earliest convenience, please schedule HB 388 Young Can't Renew Drivers License By Mail for a hearing in the House Transportation Committee.

HB 388 prohibits a licensee applicant under 25 years of age from renewing a driver's license by mail.

Thank you for your consideration of this matter. I look forward to hearing from you soon.