

HB

402



POUCH V
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Alaska State Legislature
HOUSE OF REPRESENTATIVES

REPRESENTATIVE
CHARLIE BUSSELL
CHAIRMAN

Committee on Judiciary

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REP. JOHN LISKA, VICE CHAIRMAN; REP. RAMONA BARNES, EMERITUS;
REP. JOE HAYES; REP. HUGH MALONE; REP. DON CLOCKSIN; REP. RON WENDTE

STATE OF ALASKA
THE LEGISLATURE

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LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

January 13, 1984

SUBJECT: Sectional Analysis of House Bill 402

TO: Representative Charlie Bussell
Chairman, House Judiciary Committee

FROM:  Russ Josephson
Legislative Counsel

You have asked for a sectional analysis of HB 402. The analysis is as follows:

Section 1. Section 1 of the bill requires the Department of Public Safety to request from another state the records of a person previously licensed in that state and now applying for a driver's license in this state. Presently, if a driver has been licensed elsewhere previously the department may request the records, but it is not required to do so. Section 1 also clarifies that the driver's record from the other state becomes a part of the driver's record in this state. (See Section 3.)

Section 2. This section amends the existing statutory provision that a driver's license expires on the licensee's date of birth in the fifth year following the issuance of the license. With this amendment, expiration would be a year earlier, in the fourth year.

Section 3. Section 3 is a new section of law. It requires the Department of Public Safety to examine the record of a person applying for a license in this state, to make note of any offenses in other states with elements substantially similar to those of offenses in this state for which points are assigned, and to assign the person points on the person's record in this state, accordingly. Further, the department must follow the procedures it would follow for a driver who accumulated points in this state, including notifying the driver if the driver is determined to be a problem driver under AS 28.35.231(a), or declaring the applicant unqualified for a driver's license, as

appropriate. In addition, section 3 requires the department to treat offenses committed in another state by a driver licensed in this state as if the offenses had been committed in this state. This is done by assigning points to the driver's record in this state for offenses committed in another state when those offenses have elements substantially similar to the elements of offenses in this state for which points are assigned.

Section 4. This section amends an existing provision that allows the Department of Public Safety to maintain certain files. With this amendment, the department would be required to maintain a file of all accident reports, abstracts of court records of convictions of vehicle, driver, and traffic offenses, and other information which the department considers necessary to carry out the purposes of the motor vehicle statutes.

Section 5. Section 5 amends existing law that allows the Department of Public Safety to send to another state the records of a person licensed in that other state when the person has been convicted of a motor vehicle-related offense or has lost the driving privilege in this state. The amendment would require the department to send the record to the other state.

Section 6. This section increases the fees for drivers' ~~licenses~~ and permits.

RJ:lmb
L3/081

SECTIONAL ANALYSIS OF
HOUSE BILL NO. 402

BY REP. ABOOD

"AN ACT RELATING TO DRIVERS' LICENSES AND RECORDS"

It has become imperative that the State of Alaska identify the problem driver before he is a menace on the highways. This bill is designed to assure driver's license information reciprocity with all other States; that when issuing a driver's license to an individual from a previous jurisdiction, (an out-of-state individual who moves to Alaska), that the driving records of that individual are verified by the preceding jurisdictions at the request of the Department of Public Safety, State of Alaska to pinpoint possible problem drivers. This bill also changes duration of an Alaskan driver's license from 5 to four years, and shortens the "grace period" allowed to renew an expired license. Further, it clarifies the awarding of "points" for previous driving offenses to an individual from another jurisdiction requesting a license in the State of Alaska, and provides points to be awarded to the driver licensed in Alaska, when offenses are committed outside the jurisdiction of Alaska.

SECTION 1 - AS 28.15.061 (c):

When an application is received from an individual previously licensed in another jurisdiction, the department would now be required to request a copy of the applicant's driving record from the previous jurisdiction(s). (The Department should routinely send back to the issuing states all licenses received from the applicants obtaining Alaska licenses, with a request for forwarding the driving records of the applicant.) It then becomes a part of the driver's record, if the violations from the previous jurisdiction(s) have "similar elements" to those of Alaska law. (See AS 28.15.116) At the present time, the only time driving records are requested from other jurisdictions is when the individual's license has been suspended or revoked. The Department must take the person's word for his previous actions.

The DLC (Drivers License Compact) is a formal interstate agreement, requiring legislative enactment which attempts to regulate only those aspects of driver licensing law which relate to the "one license concept, the one record concept and reciprocity in sharing and acting upon information regarding interstate traffic offenders". Thirty states are now participating in this formal interstate agreement. Although Alaska is not a member of this Compact, most of the 49 other states give driver's license record information readily. In effect, this bill would enact the same legislation that would occur if Alaska entered into the DLC.

Currently, the Federal Government is in the process of updating an on-line computer system known as NDR, (National Driver Register), and it should be functional by 1986. Alaska participated in this system until last year because of funding cutbacks. Any state issuing a license can send an inquiry to this system to determine if that person's driving privileges were withdrawn in another state. At the present time, the inquiry and response are via mail. (See Section 6 relating to "FEES".) Fiscal consideration should be given to additional staffing in the Juneau office to maintain records properly; for the driver improvement program and field office screening, staffing is also required.

SECTION 2 - AS 28.15.101 (a) - EXPIRATION OF LICENSE:

Commissioner Sundberg has recommended that an Alaska Driver's License should expire four (4) years after issuance, (versus the current 5 year expiration date), and that the one year grace period should be changed to a 90 day grace period. A majority of states now carry a 4 year expiration date on driver's licenses. Alaska is the only state carrying a 5 year expiration date.

SECTION 3 - AS 28.15.116 - EFFECTS OF VIOLATIONS IN OTHER STATES:

The Alaska Statutes become contradictory of each other when referring to AS 28.15.221 (a), (violation is counted in Alaska only if it applies to Alaska State Law), and AS 28.15.061 (c), (which states that all violations transfer to Alaska when an individual applies for an Alaska State Driver's License from another jurisdiction). Currently, the problem arises when comparing Alaska laws to the laws of other jurisdictions.

This new section requires that the Department assign points to the applicant's record for offenses committed in other states with laws similar to those of Alaska. If it is determined that the applicant is a "problem driver", (that is, has 50% of the points allowed), this section requires the applicant may be required to appear for a driver improvement interview. The Department may disqualify the applicant if the information from the other jurisdictions proves that the level of points awarded exceeds the maximum allowed. (See AS 28.15.221 (b) - 12 or more points awarded in a 12 month consecutive period, or 18 or more points awarded during any 24 month period.) If the information received from the previous jurisdiction(s) after issuance of a license is unfavorable, the Department can then cancel the license.

When an individual licensed in Alaska violates a traffic law in another jurisdiction, that violation becomes part of his Alaska driving record if the violation has "similar elements" to that of Alaska State Law.

SECTION 4 - Files:

The Department is required to maintain a file of all accident reports, etc. and all other information that the Department considers necessary to carry out the driver's license statute requirements.

SECTION 5 - AS 28.15.171 (b) - Out-of-State Drivers:

If the Department receives a record of the conviction of a person licensed in another jurisdiction, (another state), the department is required to forward the records to the motor vehicle administrator for the jurisdiction in which the person convicted has his license. This corresponds with AS 28.15.160 (b).

SECTION 6 - AS 28.15.271 (1) - FEES:

License fees are to be increased as follows:

All classes of driver's license:	from \$5 to \$10 (5 year to 4 year)
Motor-driven cycles:	from \$2 to \$10 (5 year to 4 year)
Instruction Permit:	from \$1 to \$3
Duplicate Driver's License	from \$2 to \$3
Temporary license & renewal of permit:	from \$1 to \$3
School bus driver's permit:	from \$2 to \$3

The increase in fees outlined in Section 6 of the bill will approximately double the revenue to the state for issuance of driver licenses. These increases in fees have been recommended by Commissioner Sundberg. It is felt that although the fees go directly into the General Fund, the fiscal impact of new positions to facilitate the implementation of the above will be offset by the increase in fees. If the new fee schedule went into effect July 1, 1984, it is perceived the revenue would increase an additional \$404.7 in FY85. The projected increase for FY86, FY87, and FY88 is based on an assumption of a driving population increase of 4% annually.

FY89 will be the first year any increase in revenue will be realized as a result of Section 2 of the bill, which changes license validation period from five years to four years.

This legislation will strengthen driver's licensing procedures which are of great value in keeping dangerous and unqualified drivers off Alaska Highways.

1/13/84

The Driver License Compact was made possible by the Beamer Resolution (Public Law 85-684) adopted by the United States Congress in 1958. That resolution noted the problems and the need for cooperative effort on the part of the states, and it provided advance consent to state action in the following terms:

Resolved ... that the consent of Congress is hereby given to any two or more of the several states to enter into agreements or compacts -

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- (1) for cooperative effort and mutual assistance in the establishment and carrying out of traffic safety programs ... and
- (2) for the establishment of such agencies, joint or otherwise, as they deem desirable for the establishment and carrying out of such traffic safety programs.

The first major response to the Beamer Resolution came in 1960 when The Council of State Governments started work on what would become the Driver License Compact. The work was begun following resolutions of the Western Interstate Committee on Highway Policy Problems and the Western Governors' Conference's urging that such an agreement be developed. The Council convened an interstate group which included representatives from a variety of governmental and private interests to be responsible for drafting the agreement. State motor vehicle administrators and the American Association of Motor Vehicle Administrators cooperated closely in the drafting of the compact. The Interstate Compact committee of the National Conference of Commissioners on Uniform State Laws and representatives of major national organizations active in highway safety matters assisted in the effort by commenting on successive drafts of the agreement. Legislators from a variety of states also were involved intimately in the compact drafting process. The fruit of these efforts was the Driver License Compact, which was offered to the states for legislative enactment in early 1961. It has now been adopted by thirty states.

The Compact seeks to obtain cooperation among the states in the exchange of driver offense information as a means of aiding driver enforcement programs and in reducing accidents. The agreement is directed toward the exchange of information about certain serious offenses. It also encourages procedural uniformity in state handling of license revocations and other processes involving offenses in states other than the licensing state. Specifically, the compact aims to help accomplish three major objectives:

- Implementation of the "one license concept";
- Implementation of the one record concept;
- Insure uniform and predictable treatment of drivers regardless of state of residence.

Implementation of the "One License Concept"

Nationwide Implementation of the "One License Concept"

The goal is to prevent individual drivers from obtaining multiple licenses from different states and to prevent the use of such multiple licenses to retain driving privileges despite conduct and convictions warranting revocation or suspension. Under the Compact, an individual is allowed to have only one license at any particular time. That license is to be issued and controlled by the state in which the driver resides. Any driving which that driver wishes to do in another state is to be based upon his home state license. Under the Compact such a driver is not eligible to receive a license from another state until his existing license is surrendered.

Implementation of the "One Record Concept"

This second major goal of the DLC is to insure that an individual's entire driving record, including offenses in all states in which he has driven, is used to determine his driving eligibility in his home state and all other states. Ideally this complete driving record would follow the driver from state-to-state. It would be used by all states to determine his driving eligibility when he applies for a license and his continued eligibility during licensure. Under the Compact, a driver's complete driving record (including offenses in all party states) would be on file in his home state. It would accompany him if he moved to another state.

Uniformity of Treatment

The DLC also seeks to insure uniform and predictable treatment of drivers convicted of serious traffic offenses wherever the offense and conviction occurs. The philosophy behind the DLC provisions is that a driver's license should be suspended, revoked, or limited if his driving conduct in another state was such that if it had occurred in the state of his residence it would have called for suspension, revocation, or limitation. However, the Compact drafters were concerned about the varying definitions of offenses and the varying administration of traffic laws among the states. Accordingly, the mandatory language of the Compact is limited to convictions of driving conduct universally recognized to be extremely serious. Those offenses specified in the Compact are (1) manslaughter or negligent homicide, (2) driving while intoxicated, (3) conviction of a felony in which a motor vehicle was used, and (4) conviction of failure to stop and render aid in an accident resulting in death or personal injury. It is important to note that the action taken pursuant to the Compact would be taken by the driver's own home state officials. It would be based upon home state law and not on the laws and policies of the state where the offense(s) occurred. The state where an offense occurred could take unilateral action against the foreign driver's right to drive there, but action against the home state privileges would remain the responsibility of the home state.

MEMBERSHIP AND REACTION TO DLC

Figure 1 shows the geographical distribution of DLC states. It is evident that all the western states are members except Alaska. After that, with the exception of small clusters of non-compact members, there does not appear to be a strong geographical pattern.

The thirty states ¹ which are currently parties to the DLC are:

Alabama (1966)	Indiana (1967)	New Mexico (1963)
Arizona (1963)	Iowa (1965)	New York (1965)
Arkansas (1969)	Kansas (1965)	Oklahoma (1967)
California (1963)	Louisiana (1968)	Oregon (1963)
Colorado (1965)	Maine (1963)	Tennessee (1965)
Delaware (1964)	Mississippi (1962)	Utah (1965)
Florida (1967)	Montana (1963)	Virginia (1963)
Hawaii (1971)	Nebraska (1963)	Washington (1963)
Idaho (1963)	Nevada (1961)	West Virginia (1971)
Illinois (1963)	New Jersey (1966)	Wyoming (1977)

Reaction to and support of the DLC since its promulgation in 1961 has been favorable. Organizations which have endorsed the Compact include the American Association of Motor Vehicle Administrators (AAMVA), The Council of State Governments and various of the regional Governors' Conferences, the Highway Users Federation, the International Association of Chiefs of Police, and the President's Committee for Traffic Safety. Criticisms of the Compact will be discussed in detail in this report. The position of the U. S. Department of Transportation in the past has been that "each state enact or comply" with the DLC, which may be termed an endorsement of the DLC goals if not an endorsement of the specific mechanism. Support for the DLC among the states is evidenced not only by the endorsements of organizations representing state officials, but also by the fact that 60 percent of the states have enacted the Compact. The party states also contain approximately 60 percent of the nation's driving population. One important conclusion of this study is that whatever opposition arose to the DLC may have been due principally to lack of information and failure of communication rather than to substantive opposition to its principles. This conclusion will be considered in detail later in this report.

¹ The year each state adopted the Compact is shown in parenthesis.

STATE OF ALASKA

BILL STEFFIELD, GOVERNOR

**DEPARTMENT OF PUBLIC SAFETY
OFFICE OF THE COMMISSIONER**

POUCH N
JUNEAU, ALASKA 99811
PHONE: 465-4322

February 4, 1983

The Honorable Mitch Abood
Representative
Alaska State Legislature
Pouch V
Juneau, AK 99811

Dear Representative Abood:

In response to your comments of January 19, 1983, attached is a memorandum from Robert J. Rowan, Director of the Division of Motor Vehicles concerning reciprocal agreements.

Even though you did not make a specific request for this information at the time, you did raise my curiosity.

I hope this information is of some value to you.

Sincerely,


Robert J. Sundberg
Commissioner

Attachment: a/s

RECEIVED
FEB 8 1983

MEMORANDUM

State of Alaska

DEPARTMENT OF PUBLIC SAFETY
COMMISSIONER'S OFFICE
Juneau, Alaska

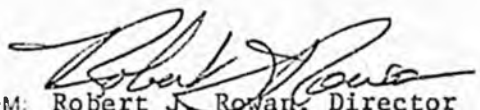
TO: Robert J. Sundberg
Commissioner
Department of Public Safety

DATE: February 1, 1983

FEB 02 1983

FILE NO:

TELEPHONE NO: 269-5554

FROM: 
Robert J. Rowan, Director
Division of Motor Vehicles
Department of Public Safety

SUBJECT: Reciprocal Agreements
Driver's License Records

This replies to your January 25, 1983 memorandum regarding Representative Abood's interest in this subject. I hope the following information answers your questions.

Alaska does not have reciprocal agreements with any other state which would require that state to send us a driving record when an individual possessing a driver's license from that state becomes licensed in Alaska, or vice-versa. Alaska Statute 28.05.021 states, in part, "Compacts or agreements affecting state finances or driving privileges must be approved by adoption of a concurrent resolution approved by a majority vote of each house of the legislature before it becomes effective." Normally this type of agreement is a working arrangement between the state motor vehicle administrators, and there is no formal agreement.

It is generally the policy of the majority of states to automatically send a driving record to the new licensing state upon receipt of the surrendered license. Example: If a person with an Oregon license received an Alaska license, we require surrender of the Oregon license. If we returned that license to Oregon, they would send the driving record for that individual to Alaska.

We currently require the surrender of any out-of-state license, however we do not return it to the state of issue. We currently don't have the manpower to reciprocate, nor to enter any driving record returned.

Also AS 28.15.221(a), as written, prohibits point assignment for any conviction which is not in violation of an Alaska statute, regulation, or municipal ordinance. This section is in direct conflict with AS 28.15.061(c), which reflects that upon receipt of a driving record from another state it becomes a part of the driver's record in this state with the same effect as if the record originated in this state. A request to review AS 28.15.221(a), with recommended change, accompanies the bill analysis and fiscal note to HB-6 and SB-61.

If AS 28.15.221(a) were amended and we had sufficient manpower, we could return surrendered licenses to the state of issuance and enter any records received from that state. I believe the majority of

states would begin to reciprocate immediately if we agreed to send them driving records for individuals with an Alaska license who surrendered same upon becoming licensed in that state. At the present time we receive numerous Alaska licenses surrendered to other states, however we do not return a driving record due to insufficient manpower to handle this function. Whether or not Alaska had a law making it mandatory that other states send us driving records upon the return of one of their licenses, it would not increase the number of participating states.

There is one exception to reciprocity with other states. At the present time, if an individual with an Alaska license is involved in an accident in another state, and that state suspends the license, we reciprocate, and vice-versa.

At the present time, a law enforcement officer and/or DMV can send an inquiry via NLETS (National Law Enforcement Teletype System) to any state and determine an individual's license status. Most states have such inquiries computerized, therefore the response is generally within a reasonable time frame. We use this when an applicant gives us a YES answer to the question "Has your license ever been suspended, revoked, denied or cancelled?"

The Federal Government operates a system called the NDR (National Driver Register). This is a batch computer system in which several states send notices whenever any driver's license is suspended or revoked in their state. (Alaska participated in the NDR by advising them of all license actions until this fiscal year when we discontinued doing so because of funding cutbacks.) Then any state issuing an original license can send an inquiry to the NDR to determine if that person's driving privileges were withdrawn in another state. Such an inquiry and the response is via mail. The Federal Government is in the process of updating the NDR, and plan on implementing an on-line computer system by 1986. At that time all of our terminal offices will be able to see if the applicant is suspended anywhere.

Thirty states are parties to an interstate compact known as the Drivers License Compact (DLC). The DLC is a formal interstate agreement which attempts to regulate only those aspects of driver licensing law which relate to the one license concept, the one record concept, and reciprocity in sharing and acting upon information regarding interstate traffic offenders. The DLC does require legislative enactment. The last state to do so was Wyoming in 1977. Even though some states are not members of the DLC, they still reciprocate in regard to driving violations.

Alaska State Legislature

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HOUSE MAJORITY WHIP

CHAIRMAN
STATZ AFFAIRS

MEMBER
TRANSPORTATION
LEGISLATIVE COUNCIL

Representative Mitch Abood
HOUSE DISTRICT 11

MEMORANDUM

TO: Commissioner Robert Sundberg
Department of Public Safety

FROM: Representative Mitch Abood *Mitch*

RE: DRIVING RECORD RECIPROCITY

DATE: April 13, 1983

The following are some comments are based on some research that has been done on the issue referenced above. I have also enclosed a copy of the Bill Draft on Driver's Licenses. Please review the following and call me with your comments.

AS 28.15.061 (c)

"When an application is received from a person previously licensed in another jurisdiction, the department may request a copy of the applicant's driving record from the other jurisdiction. Upon receipt of that record by the department, it becomes a part of the driver's record in this state with the same effect as if the record originated in this state."

In this case, MAY should be changed to SHALL.

At the present time, when an out-of-state driver applies for an Alaska State Driver's license, the Department of Licensing simply throws away the out-of-state license, rather than returning it to the State of origination. According to Bill Brown, Chief of Driver Services, Department of Public Safety in Juneau, Alaska, it would require manpower that is not presently available because of lack of funding to automatically track all out-of-state driver's records when they apply to the State of Alaska for a driver's license.

However, every state in the nation has an NCIC (National Crime Information Center) computer system that can send driver information intrastate, and the cost for using this system remains the same whether you request 5 driver's records or 5,000 per month. Ordinarily, the State of Alaska requests driver's information by mail, but the NCIC system would speed up the process of processing all out-of-state driver information in a timely and cost-effective manner. Also, according to Robert J. Rowan, Director, Division of Motor Vehicles, Department of Public Safety, a law enforcement officer and/or DMV can send an inquiry via NLETS, (National Law Enforcement Teletype System), to any state and determine an individual's license status. Most states have such inquiries computerized, so the response time is pretty reasonable.

Alaska participated in the NDR (National Driver Register) batch computer system that sends notices to several states whenever a driver's license has been suspended, or revoked in their state. Any state issuing an original license can send a request into NDR to review that person's driving history. The inquiry and response are via mail. The Federal Government is planning an on-line computer system by 1986.

The DLC (Drivers License Compact) is a formal interstate agreement, not requiring legislative enactment which attempts to regulate only those aspects of driver licensing law which relate to the "one license concept, the one record concept and reciprocity in sharing and acting upon information regarding interstate traffic offenders." Thirty states are now participating in this formal interstate agreement, but a state does not necessarily need to become a member to participate. As a further note, Alaska cancelled their participation in this system last year because of funding cutbacks.

At the present time, the only time driving records are requested is when an individual's license has been suspended or revoked by another state/jurisdiction. The Department of Licensing takes the individual's word for his previous actions. Reference an individual who is charged with drunk driving, or an habitual violator of driving laws in another jurisdiction. At the present time, this particular individual can lie about his previous record, and state that he/she has lost their license. They will be required to take a written test and an actual on-the-road driving test, but neither of these tests can prove that the individual in question was a danger to the highways.

This issue of driving record reciprocity brings up a number of issues: -

In researching various drivers license figures, the State of Alaska is the only state in the nation to renew driver's licenses on a 5 year period - all the rest of the states in the US re-issue licenses on a 2 to 4 year basis. Alaska State law could be changed to require an individual to renew their license at least once every 3 to 4 years. If it is a question of funding, the State should charge an additional \$3.00 or so, (or whatever it takes) to assure adequate staffing for the Department. I am checking into this with the Department.

At the present time, if the Department of Licensing discovers that the out-of-state individual who has applied for an Alaska State license is

guilty of violations and/or has had his/her license suspended/revoked, the Department then notifies the individual who has been accused and the individual has 30 days to appeal the decision with the jurisdiction holding the driving records. (AS 28.15.031 (1) to (8)).

As an additional recommendation to amend the current Alaska Statutes, the Department of Licensing could, after requesting and receiving a copy of the out-of-state applicant's driving record, mail the new Alaska license to the licensee, rather than issuing the license immediately as the applicant applies for his license. The applicant should be issued a temporary license for a period of 30 days, (Nevada and Washington works on this method), until his driving record could be reviewed, and if violations shown are 50% of accumulated points allowed for a year's period, this person would be identified as a "problem driver", and would be required to appear for a driver improvement interview before the license would be issued (See AS 28.15.221 (b) referencing Point System).

The Alaska Statutes become contradictory of each other when referring to AS 28.15.221 (violation is counted in Alaska State only if it applies to Alaska State Law), and AS 28.15.191, and AS 28.15.061(c), which states that all the violations automatically transfer to Alaska State when an individual applies for an Alaska State driver's license from another jurisdiction. If AS 28.15.061 (c) were changed to reflect that all driving records should be forwarded to the new state of issue, then points should be "awarded automatically" from a previous jurisdiction's violations. The problem arises when comparing Alaska State laws to the laws of the jurisdiction in question - what if (for example), Mississippi has a law that says that you may not make a right hand turn on a red light after stopping? The Mississippi driver who has a violation for this offense applies for an Alaska Driver's license - Alaska laws allow for a driver to make a right hand turn on a red light after stopping. Would this person's violation continue to be on record in Alaska, even though Alaska law allows for turning right on a red after stopping? At the present time, the law is contradictory.

Ultimately, there should be instituted into Federal law a rule that all states comply to driver's record reciprocity. This issue goes hand in hand with the drunk driving issue so prominent at this time. I believe the Barnes Law will have some effect on this.

One item that has not been covered by the draft of this Bill is that of reciprocating the driver's license information to other states when another jurisdiction has notified Alaska that they are licensing an individual previously licensed in Alaska. If the NDR system were used nationwide, this would automatically be in effect.

Please give me a call when you have had a chance to review the above information.

cc: Robert J. Rowan
Deputy Commissioner
Department of Public Safety

DEPARTMENT OF PUBLIC SAFETY

POSITION PAPER - HB 402

Support

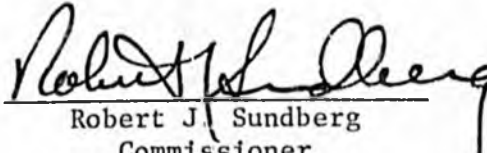
January 16, 1984

HB 402, An Act relating to drivers' licenses and records.

The department supports this piece of legislation, with the condition the fiscal note is approved to enable us to handle the increase in workload.

Basically what this bill does is bring Alaska in line with the majority of the other states in regard to the exchange and use of driving record information.

Alaska has not, for some time, used out-of-state traffic convictions in an attempt to identify drivers who have the greatest likelihood of being in an accident so action can be taken that will hopefully cause these individuals to drive more safely. Out-of-state violations also have not been used to remove from the road, by cancellation of the drivers license, those who are ineligible, or who prove unable to improve their driving enough to assure a reasonable level of safety for others. This bill takes a large step in the direction of correcting those deficiencies, which are due partly to conflicts in the statutes, which this bill will correct, and partly due to funding shortages.


Robert J. Sundberg
Commissioner



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Alaska State Legislature
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CHARLIE BUSSELL
CHAIRMAN

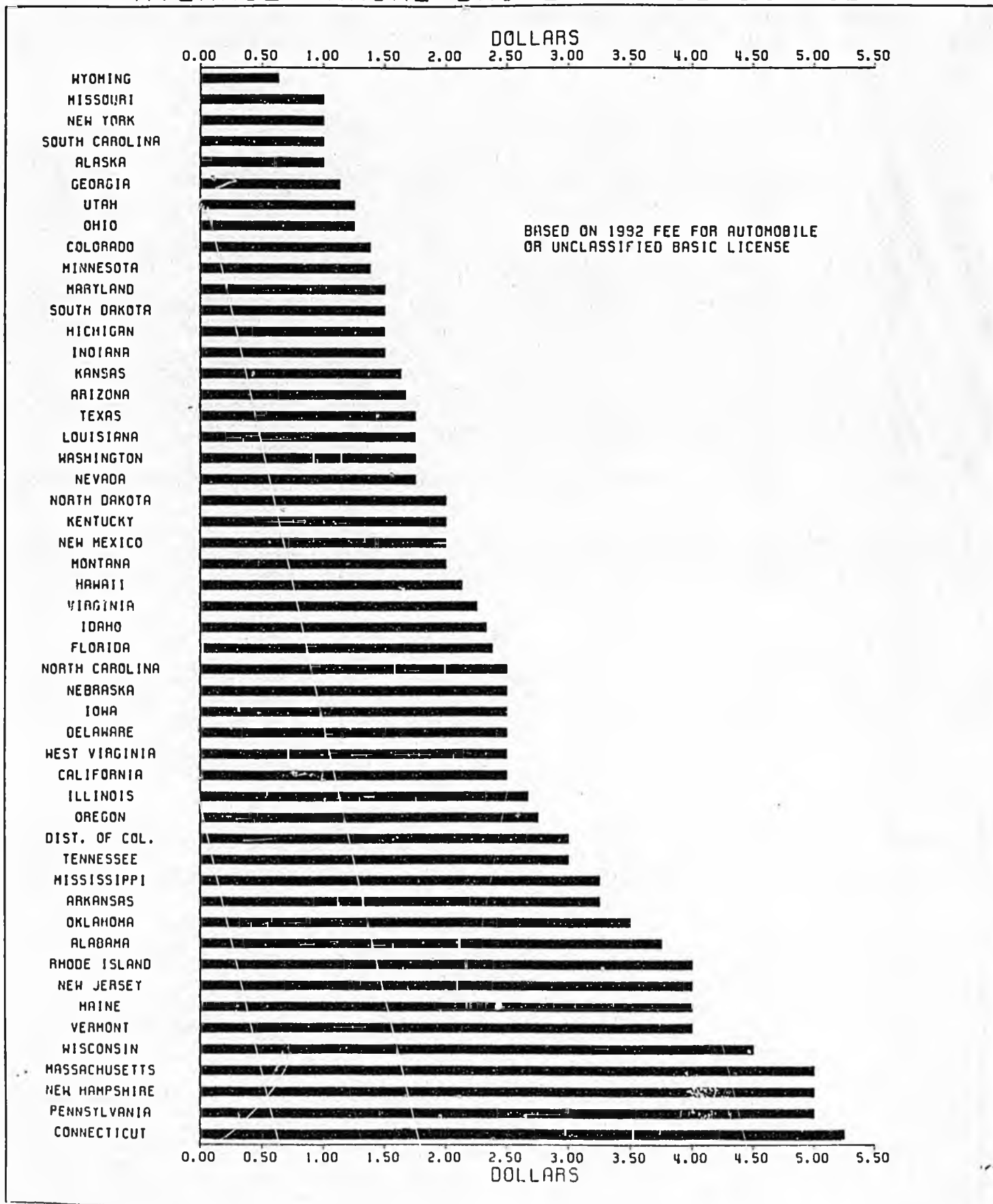
Committee on Judiciary

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AVERAGE ANNUAL DRIVERS LICENSE FEE



**SUMMARY OF REQUIREMENTS FOR OBTAINING A DRIVER
LICENSE FOR OPERATION OF A PRIVATE AUTOMOBILE**

STATE	LEARNER PERMIT		DRIVER LICENSE			
	MINIMUM AGE	FEE 1/	MINIMUM AGE	FEE 1/	TERM	RENEWAL DATE
Alabama	15	\$.50	16	\$15.00	4	Issuance
Alaska	17	1.00	16	5.00	5	Birthday
Arizona	15 yr. 7 mo.	2.00	16	5.00	3	Birthday
Arkansas	14	No Fee	16	13.00	4	Birth Month
California	15	10.00	16	10.00	4	Birthday
Colorado	15 1/2	5.50	16	5.50	4	Birthday
Connecticut	16	1.50	16	21.00	4	Birthday
Delaware	16	10.00	16	10.00	4	Birthday
Dist. of Col.	16	5.00	18	12.00	4	Issuance
Florida	15	9.50	16	9.50	4	Birthday
Georgia	15	1.50	16	4.50	4	Birthday
Hawaii	15	3.00	15	8.50	4	Birthday
Idaho	14	4.00	16	7.00	3	Birthday
Illinois	15	20.00	16	8.00	3	Birthday
Indiana	15	2.00	16	6.00	4	Birth Month
Iowa	14	3.00	16	10.0	4	Birthday
Kansas	14	.50	16	6.50	4	Birthday
Kentucky	16	.00	16	8.00	4	Birth Month
Louisiana	15	.00	15	7.00	4	Birthday
Maine	15	5.00	15	16.00	4	Birthday
Maryland	15 yr. 9 mo.	20.00	16	6.00	4	Birthday
Massachusetts	16	5.00	17	20.00	4	Birthday
Michigan	16	7.50	16	6.00	4	Birthday
Minnesota	15	2.50	16	5.50	4	Birthday
Mississippi	15	.50	15	13.00	4	Birth Month
Missouri	15	.25	16	3.00	3	Issuance
Montana	15	8.00	15	8.00	4	Birthday
Nebraska	14	3.00	16	10.00	4	Birthday
Nevada	15 1/2	9.00	16	7.00	4	Birthday
New Hampshire	15	No Fee	16	20.00	4	Birthday
New Jersey	16	5.00	17	8.00	2	Issuance
New Mexico	15	2.00	15	8.00	4	30 Days After Birthday
New York	16	5.00	17	4.00	4	Birthday
North Carolina	15	4.00	16	10.00	4	Birthday
North Dakota	14	8.00	16	8.00	4	Birthday
Ohio	16	3.00	16	5.00	4	Birthday
Oklahoma	15 1/2	9.00	16	7.00	2	Birth Month
Oregon	15	5.00	16	11.00	4	Birthday
Pennsylvania	16	5.00	17	20.00	4	Birth Month
Rhode Island	16	No Fee	16	8.00	2	Birthday
South Carolina	15	2.00	16	4.00	4	Birthday
South Dakota	14	6.00	16	6.00	4	Birthday
Tennessee	15	6.00	16	6.00	2	Birthday
Texas	15	2.00	16	7.00	4	Birthday
Utah	16	5.00	16	5.00	4	Birthday
Vermont	15	1.00	18	8.00	2	Birthday
Virginia	15 yr. 8 mo.	3.00	16	9.00	4	Birth Month
Washington	15	3.50	16	7.00	4	Birthday
West Virginia	16	4.00	16	10.00	4	Issuance
Wisconsin	14	10.00	16	9.00	2	Birthday
Wyoming	15	1.00	16	2.50	4	Birthday
American Samoa	16	1.00	16	7.00	3	Issuance
Guam	15	-	16	5.00	3	Birthday
Puerto Rico	16	5.00	16	5.00	4	Issuance
Virgin Islands	-	-	18	9.00	3	Birthday

1/ Examination fees not included.

STATE OF ALASKA 1984 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: 10-25-83

I. REQUEST
 Bill/Resolution No.: HB 402
 Title: ... drivers' licenses and records
 Sponsor: Abood
 Requestor: House Judiciary
 Date of Request: 1-12-84

II. FISCAL DETAIL
 Agency Affected: Public Safety
 Program Category Affected: Life & Prop.
 BRU, Program of Subprogram(s) Affected: Driver/Vehicle Services - Driver Services

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 84	FY 85	FY 86	FY 87	FY 88	FY 89
OPERATING						
100 PERSONAL SERVICES		102.1	108.2	114.7	121.6	128.9
200 TRAVEL		-	-	-	-	-
300 CONTRACTUAL		14.3	6.7	7.1	7.5	8.0
400 COMMODITIES		.4	.4	.5	.5	.5
500 EQUIPMENT		10.8	-	-	-	.4
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
TOTAL OPERATING		127.6	115.3	122.3	129.6	137.8
CAPITAL						
REVENUE		404.7	420.9	437.7	455.2	823.4

FUNDING: (Thousands of Dollars)

GENERAL FUND		127.6	115.3	122.3	129.6	137.8
FEDERAL FUNDS						
OTHER (Specify Source)						
TOTAL						

POSITIONS:

FULL-TIME		4	4	4	4	4
PART-TIME						
TEMPORARY						
TOTAL		4	4	4	4	4

III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Through increase in driver license fees.

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: Bill Brown Phone: 465-4335
 Division: Motor Vehicles Date: 10-25-83
 Approved by Commissioner: [Signature] Date: 11/25/83
 Department: Public Safety

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9/14/83

DETAIL:

100	Personal Services	(Salaries computed using 1983 salary schedule)	
	1 Document Processing Clerk II		
	Salary = \$19,176; Benefits = \$7,341	26.5	
	2 Document Processing Clerk I		
	Salary = \$36,240; Benefits = \$14,174	50.4	
	1 Clerk Typist II		
	Salary = \$18,120; Benefits = \$7,087	25.2	102.1
300	Contractual		
	310 - Postage	3.2	
	320 - Printing	.6	
	360 - Equipment Rental (One CRT)	8.0	
	382a - DP Chargeback (Programming & Maint)	2.5	14.3
400	Commodities		
	480 - Normal office supplies	.4	.4
500	Equipment		
	550 - Four typewriters @ \$1,369 each	5.5	
	Four chairs: 3 @ 206 & 1 @ 155	1.8	
	Four desks: 3 @ 568 & 1 @ 469	2.2	
	Two file cabinets: 1 @ 320 & 1 @ 259	.6	
	Six electrical panels	1.7	10.8
		TOTAL	127.6

REVENUE:

The increase in fees outlined in Section 6 of the bill will approximately double the revenue to the state for issuance of driver licenses. The FY85 budget projects FY85 revenue for license fees to be \$404.7. If the new fee schedule went into effect July 1, 1984, it is perceived the revenue would increase an additional \$404.7 in FY85. The projected increase for FY86, FY87 and FY88 is based on an assumption of a driving population increase of 4% annually.

FY89 will be the first year any increase in revenue will be realized as a result of Section 2 of the bill, which changes license validation period from five years to four years.

ASSUMPTIONS:

Effective date of July 1, 1984. Cost of living calculated at 6%.

GENERAL COMMENTS:

We have not, for some time, used out-of-state violations in an attempt to identify drivers who have the greatest likelihood of being in an accident so action could be taken that will hopefully cause these individuals to drive more safely. Out-of-state violations also have not been used to remove from the road, by cancellation of the drivers license, those who are ineligible or who prove unable to improve their driving enough to assure a reasonable level of safety for others.

This bill takes a large step in the direction of correcting those deficiencies with our present method of operation. Our present deficiencies are due partly to conflicts in the statutes, which this bill corrects, and partly due to funding shortages.