

HB

256

STATE OF ALASKA
THE LEGISLATURE

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

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May, 1988

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Mary Van Nimwegen

House Judiciary:

5-4-87

5-9-87



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

54B256

April 7, 1987

The Honorable Ben Grussendorf
Speaker of the House
Alaska State Legislature
P.O. Box V
Juneau, AK 99811

Dear Representative Grussendorf:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill that cures some serious technical problems with the penalty provisions in AS 19 (highway laws).

The bill establishes penalties for violating a provision in existing law which prohibits driving a vehicle within five miles of the James Dalton Highway (the North Slope haul road). Existing law, while prohibiting such conduct, does not specify a penalty for violation of the law. Because of this apparently inadvertent omission, there is no practical way to ensure compliance with the law.

The passage of motorized vehicles over the fragile terrain that surrounds the Dalton Highway can cause significant and long-term environmental damage. Recognizing this problem, this bill broadens the prohibition from "off-road vehicles" (a term that is not defined in AS 19) to all "motor vehicles" as defined under AS 28.40.100. The bill also clarifies, and slightly expands, the exceptions to the general prohibition.

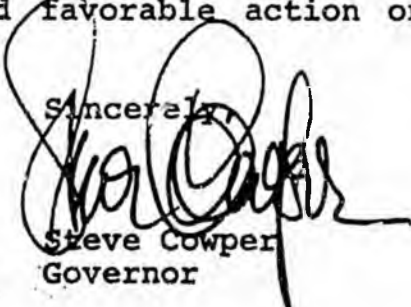
Because it may be difficult at times to prove a person's intent to violate this law, the attached bill makes violation of the statute a "strict liability" offense. This means that the state need not prove that the offender intended to break the law, only that he voluntarily committed an act that did violate the law. Under the bill, the offense is classified as a "violation," punishable by a maximum fine of \$300; no jail time may be imposed. If it can be proved that the offender acted with "criminal negligence," however -- that is, his conduct was a gross deviation from the standard of care that a reasonable person would observe in the situation (see AS 11.81.900(a)(4)) -- his conduct would constitute a class B misdemeanor offense, punishable by up to 90 days in jail, up to a \$1,000 fine, or both.

The bill also amends AS 19.45.002 to explicitly provide that the penalties set out in that section apply not only to violations of the designated chapters of the statute, but to regulations adopted under those chapters. This clarification is needed to allow the state to regain the ability to enforce existing regulations regarding commercial vehicle width, height, and weight. Although these regulations have been in effect for many years, and have been enforced under the authority of AS 19.45.002 since at least 1972, the new "bail schedule" contained in the "Vehicle and Traffic Offenses" booklet issued by the Alaska Court System on January 1, 1987 states that 17 AAC 25.020 -- 17 AAC 25.060 and 17 AAC 25.100, regarding vehicle width, height, load, road closures and restrictions, etc., "are not enforceable because there is no penalty in the statutes (AS 19) for violation of the regulations." Vehicle Booklet at 27. The new bail schedule does not include a bail amount for violations of these regulations, effectively precluding enforcement of the existing regulations. The absence of any enforceable vehicle weight, height, or width limits, or road closure provisions, will have a devastating effect on highway safety and the protection of the roadway surfaces in Alaska; this problem should be addressed as quickly as possible.

The language of AS 19.45.002 is also updated by making a violation of the designated provisions a "class B misdemeanor" offense, a cross-reference to the classification and penalty structures contained in Alaska's revised criminal code. The substance of new subsec. (b) was taken from existing AS 28.40.050(e), and makes clear that, notwithstanding the general penalty provision, the penalty for a violation of a vehicle weight limit is a fine of five cents for each pound of weight over the authorized limit.

To protect the state's roadway surfaces, the people who travel on them, and the fragile terrain along the Dalton Highway, I urge your prompt and favorable action on this measure.

Sincerely,



Steve Cowper
Governor

BILL NO: HB 256

DATE: 4/22/87

TITLE: "An Act relating to driving motor vehicles in the vicinity of the James Dalton Highway..."

CONTACT: James D. Vaden
Deputy Commissioner
465-4322

DEPARTMENT OF
PUBLIC SAFETY

The bill establishes penalties for violating a provision in existing law which prohibits driving a vehicle within five miles of the James Dalton Highway (the North Slope haul road). Existing law, while prohibiting such conduct, does not specify a penalty for violation of the law. Because of this apparently inadvertent omission, there is no practical way to ensure compliance with the law.

HB 256 broadens the prohibition from "off-road vehicles" (a term that is not defined in AS 19) to all "motor vehicles" as defined under AS 28.40.100. It further clarifies, and slightly expands, the exceptions to the general prohibition.

This bill makes violation of the statute a "strict liability" offense. This means that the state need not prove that the offender intended to break the law, only that he voluntarily committed an act that did violate the law. Under the bill, the offense is classified as a "violation," punishable by a maximum fine of \$300; no jail time may be imposed. If it can be proved that the offender acted with "criminal negligence," however -- that is, his conduct was a gross deviation from the standard of care that a reasonable person would observe in the situation (see AS 11.81.900(a)(4)) -- his conduct would constitute a class B misdemeanor offense, punishable by up to 90 days in jail, up to a \$1,000 fine, or both.

This bill also amends AS 19.45.002 to explicitly provide that the penalties set out in that section apply not only to violations of the designated chapters of the statute, but to regulations adopted under those chapters. This clarification is needed to allow the state to regain the ability to enforce existing regulations regarding commercial vehicle width, height, and weight. Although these regulations have been in effect for many years, and have been enforced under the authority of AS 19.45.002 since at least 1972, the new "bail schedule" contained in the "Vehicle and Traffic Offenses" booklet issued by the Alaska Court System on January 1, 1987 states that 17 AAC 25.020 -- 17 AAC 25.060 and 17 AAC 25.100, regarding vehicle width, height, load, road closures and restrictions, etc., "are not enforceable because there is no penalty in the statutes (AS 19) for violation of the regulations." Vehicle Booklet at 27. The new bail schedule does not include a bail amount for violations of these regulations, effectively precluding enforcement of the existing regulations. The absence of any enforceable vehicle weight, height, or width limits, or road closure provisions, will have a devastating effect on highway safety and the protection of the roadway surfaces in Alaska; this problem should be addressed as quickly as possible.

The language of AS 19.45.002 is also updated by making a violation of the designated provisions a "class B misdemeanor" offense, a cross-reference to the

Position Paper
HB 256
Page 2

classification and penalty structures contained in Alaska's revised criminal code. The substance of the new subsec. (b) was taken from existing AS 28.40.050(e), and makes clear that, notwithstanding the general penalty provision, the penalty for a violation of a vehicle weight limit is a fine of five cents for each pound of weight over the authorized limit.

Passage of this bill would help to protect the state's roadway surfaces and the frozen terrain along the Dalton Highway.

The Department of Public Safety supports this legislation.



Arthur English
Commissioner

HOUSE COMMITTEE REPORT

5/9
Ruled

(7)

Date referred: 4/27/87

FURTHER REFERRALS:

DATE: 5-9-87

The Judiciary Committee has considered HB 256

"An Act relating to driving motor vehicles in the vicinity of the James Dalton Highway; providing penalties for violations of motor vehicle laws; and providing for an effective date."

RECOMMENDS:

- replace with _____ the same title
- attached amendment(s) a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(S):

- fiscal impact same as previous fiscal note published _____
- zero fiscal note same as previous zero fiscal note published 4-8-87 4-27-87
- zero with analysis

SIGNING DO PASS:

[Signature]

Joe Goh

SIGNING OTHER RECOMMENDATIONS:

[Signature]

Adin L. Taylor no rec

Mr. F. [Signature] no rec

Chairman's signature

1 IN THE HOUSE

BY THE RULES COMMITTEE BY
REQUEST OF THE GOVERNOR

2

HOUSE BILL NO. 256

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

FIFTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act relating to driving motor vehicles in the vicinity of the James Dalton Highway; providing penalties for violations of motor vehicle laws; and providing for an effective date."

7

8

9

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11

* Section 1. AS 19.40.210 is amended to read:

12

Sec. 19.40.210. PROHIBITION OF MOTOR [OFF-ROAD] VEHICLES. A

13

person may not drive a motor vehicle, as defined in AS 28.40.100,

14

[OFF-ROAD VEHICLES ARE PROHIBITED] on land within five miles of the

15

[RIGHT-OF-WAY OF THE] highway. However, this prohibition does not

16

apply to

17

(1) motor [OFF-ROAD] vehicles necessary for oil and gas

18

exploration, development, production, or transportation;

19

(2) [OR TO] a person who holds an interest in land [A

20

MINING CLAIM] in the vicinity of the highway and who must use land

21

within five miles of the [RIGHT-OF-WAY OF THE] highway to gain access

22

to that person's interest in land [THE MINING CLAIM]; or

23

(3) motor vehicle use on another highway, road, easement,

24

or other valid right-of-way on land within five miles of the James

25

Dalton Highway.

26

* Sec. 2. AS 19.40.210 is amended by adding new subsections to read:

27

(b) Violation of this section is a strict liability offense.

28

Except as provided in (c) of this section, a person who violates this

29

section is guilty of a violation as defined in AS 11.81.900, and is

1 punishable under AS 12.55.035.

2 (c) A person who, with criminal negligence, violates this sec-
3 tion is guilty of a class B misdemeanor.

4 * Sec. 3. AS 19.45.002 is amended to read:

5 Sec. 19.45.002. PENALTIES. (a) A person who violates any
6 provision of AS 19.05 -- AS 19.25, or a regulation adopted under
7 AS 19.05 -- AS 19.25, is guilty of a class B misdemeanor [AND UPON
8 CONVICTION IS PUNISHABLE BY A FINE OF NOT LESS THAN \$10 NOR MORE THAN
9 \$500, OR BY IMPRISONMENT IN JAIL FOR A PERIOD NOT TO EXCEED ONE YEAR,
10 OR BY BOTH].

11 (b) Notwithstanding the maximum fine provided under (a) of this
12 section, overweight penalties, for the violation of regulations or
13 special permits issued governing vehicle weight limits, shall be
14 imposed at the rate of five cents for each pound of weight over the
15 authorized weight limit for that vehicle.

16 * Sec. 4. This Act takes effect immediately under AS 01.10.070(c).

STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE

REQUEST: 3-23-87

Bill Version: HB 256
Publish Date: HOUSE 4/8/87

Revision Date: _____

Agency Affected: _____

Title: Motor vehicles near Dalton Bay

BRU: _____

Sponsor: Administration

Components: _____

Requestor: Governor's Office

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
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REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
---------	-----	-----	-----	-----	-----	-----

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

This proposed legislation would not have a fiscal impact on the Department of Transportation and Public Facilities.

Prepared by: H. Glenzer Jr. (signed)
Division: Regional Director, Northern Region

Phone: 451-2210
Date: 3/26/87

Approved by Commissioner: *M. L. S. III*
Agency: Transportation & Public Facilities

Date: 3/27/87

- Distribution (by preparer):
- Legislative Finance
 - Legislative Sponsor
 - Requestor
 - Office of Management and Budget
 - Impacted Agency(ies)
 - Senate Secretary



H3256

Alaska Court System
State of Alaska

OFFICE OF ADMINISTRATIVE DIRECTOR

KARLA L. FORSYTHE
STAFF COUNSEL

303 K Street
Anchorage, Alaska 99501

(907) 264-8228

April 28, 1987

Joe Swanson
Director
Division of Measure Standards
Department of Commerce and Economic
Development
P. O. Box 111686
Anchorage, Alaska 99511

Dear Mr. Swanson:

Thank you for your letter of April 27, 1987. In response, it is the view of the court system that the appropriate way to resolve the issues you raise is to either (1) obtain an attorney general's opinion stating that AS 28.40.050 is a legally sound basis for enforcing weight violations, or (2) request the legislature to establish a clear basis for enforcement by adding a penalty for the 17AAC 25 regulation to Title 19 of the statutes.

It may be helpful to review the background of this matter from the court system's viewpoint. Prior to recent supreme court action, the statewide traffic bail schedule had not been revised since 1979. Both the bail forfeiture amounts and many of the offenses appeared to be out of date. One such offense was overweight violations, which had been listed on the bail schedule under the authority of 17 AAC 25.060, with a bail amount of five cents a pound. In April 1985 Joseph Balfe, Assistant Attorney General for Law Enforcement, concluded in response to a court system inquiry that regulations in 17 AAC do not fall under any public safety regulation under Title 28. He questioned whether any 17 AAC regulation is enforceable since AS 19.45.002 does not provide a penalty for violation of these regulations. The court system sought confirmation of this position from Commissioner Sundberg in July 1985, indicating that the court system proposed to eliminate all regulations under 17 AAC from the bail schedule, and asking if this approach created a problem or if the department wished to take a different approach to these offenses. Colonel Kolivosky responded for the department on August 7, 1985, and stated that "at this time it is still appropriate to eliminate the Traffic Bail Forfeiture Schedule under 17 AAC from the update."

Joe Swanson
April 28, 1987
Page Two

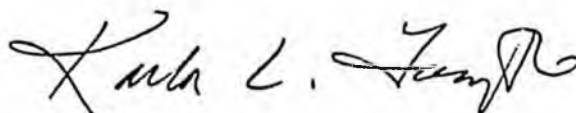
Although it could be argued that AS 28.40.050(e) provides a sufficient basis for enforcement, this particular statute has never appeared on the bail schedule as the authority for an overweight offense. There are strong arguments against viewing this section as authority for overweight penalties, given language in paragraphs (a) - (d) of AS 28.40.050, which refer to regulations adopted under Title 29. However, if the Department of Law takes the position that AS 28.40.050(e) provides adequate authority for enforcing overweight violations, the supreme court will give serious consideration to placing this offense on the bail schedule.

If the Department of Law does not believe that this provision contains adequate authority, the remaining way to resolve this matter is through legislation. As you know, the court system has brought this concern to the attention of the chairs of the Judiciary Committees in both the House and the Senate. With regard to Judge Stewart's administrative determination that the Anchorage court will no longer accept citations, I have spoken with Judge Stewart, and he has agreed that these citations may be filed with the court and money held in escrow until an attorney general's opinion is forthcoming on this issue.

As you point out, a decision that AS 28.40.050(e) does not provide sufficient authority for enforcement may have significant consequences. However, a determination about the legal authority to continue overweight enforcement under the provisions of AS 28 properly comes from the Department of Law or from the Legislature.

I hope this response is helpful. Please let me know if I can answer any questions.

Sincerely,



Karla L. Forsythe
Staff Counsel

KLF:bs

cc: Arthur H. Snowden, II Administrative Director
Susan Miller, Manager, Special Projects
Presiding Judges
Judge Dave Stewart
Judge Glen C. Anderson
Judge Natalie Finn
Magistrate Skip Slater
Magistrate Roy Williams
Sandy Ganong, Traffic
Robert G. Fisher, Fiscal Officer
Grace B. Schaible, Attorney General
Dean Guaneli, Assistant Attorney General
William Nix, Acting Public Safety Commissioner

STATE OF ALASKA

DEPARTMENT OF COMMERCE & ECONOMIC DEVELOPMENT

DIVISION OF MEASUREMENT STANDARDS

STEVE COWPER, GOVERNOR

P.O. BOX 111686
ANCHORAGE, ALASKA 99511
PHONE: (907) 345-7750

April 27, 1987

Carla Forsythe, Staff Counsel
Alaska Court System
303 K Street
Anchorage, Alaska 99501

Dear Ms. Forsythe:

CSHB 586(FIN), effective July 1, 1982, transferred the operation of the motor vehicle weighing stations and the issuance of special permits authorizing the operation of overweight and oversize vehicles from the Department of Public Safety to the Department of Commerce and Economic Development.

We assumed that the authority existed for us to write citations for overweight violations (AS 28.40.050 (e) and size and permit violations under the same general authority. When we began the process to promulgate regulations for our new programs, we were informed that there were no sanctions for size and permit violations and that there was a question whether we in Commerce and Economic Development could use the Public Safety statute as our authority for the issuance of overweight citations.

Based on this information, we discontinued writing citations for size and permit violations and we continued to write citations for overweight, based on the Public Safety statute referring to a five cent per pound penalty.

In 1984, a piece of legislation was introduced into the Senate to correct this problem. The bill was passed out of the Senate late in the session and died in the house in 1985. In 1986, SB82 was introduced into the house to again correct this problem. SB82 was passed out of the Senate late in the session and was taken up by the House in 1986 and subsequently died again. In 1987, SB146 was introduced into the Senate, which should be scheduled for a floor vote very soon. A companion bill HB271 has been introduced in the House and referred to House transportation, where it should be heard soon.

In 1984, we had a discussion with, then Assistant Attorney General, Joe Balfe, who determined that the Alaska State Troopers had no authority to write citations for size or permit violations, due to the lack of sanction authority in Public Safety's statute and in Department of Transportation and Public Facility's statute. Joe Balfe subsequently wrote a memorandum confirming that determination, however, there was no discussion of the potential problem with overweight citations.

Carla Forsythe, Staff Counsel
April 27, 1987
Page 2

Approximately, January 1, 1987, the Alaska Supreme Court, in the process of developing an updated bail schedule, determined that there was no authority for the troopers or ourselves to write citations for overweight and therefore, did not include this item in the bail schedule.

The traffic court then informed us that they would not process our citations, however, they would accept them and hold any money collected in an escrow account until a final decision was made.

We have continued to write overweight citations pending this final decision.

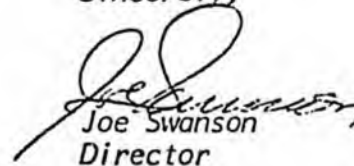
On Wednesday, April 22, 1987, we were informed by telephone that presiding District Judge Stewart had declared that all overweight citations written since January 1, 1987 were illegal and that we were not to file citations nor was the court to accept them and that the money held in escrow was to be deposited in the general fund.

We have a real problem, in that if, in fact, our citations and our enforcement actions are not legal, then we should close our weigh stations, rather than participate in an illegal activity. The closure of our weigh stations would create near chaos in the transportation industry, since there will be no size and weight enforcement. Further, we are advised by the Federal Highway Administration that closure of the weigh stations may very likely result in the loss of nearly \$15 million in Federal Highway Administration funding for our road system.

As mentioned before, there is legislation pending in both the House and the Senate to correct this problem, however, there are no guarantees that the legislation will pass.

We need a decision from the court system now, lest we jeopardize the integrity of our program, the credibility of our actions, \$15 million in highway funds, our own employees and the motoring public.

Sincerely,


Joe Swanson
Director

JS:cs/D.1.

4/28/87

Commentary On Proposed Bill
Providing Penalties For Violation
Of Vehicle Weight, Size And Load Regulations.

Section 1 of the proposed bill adds two new paragraphs to the general penalty statute for Title 19, AS 19.45.002. This penalty statute currently provides a penalty for violation of the statutes in Chapters 5-25 of Title 19, but does not provide a penalty for any of the regulations adopted under the authority of these statutes. The lack of such a penalty makes it questionable whether these regulations are enforceable. The specific regulations currently in question are the 17 AAC 25 regulations establishing limitations on weight, size and load of vehicles. These regulations were adopted under the authority of AS 19.10.060.

New paragraph (b) solves this problem by adding a specific penalty for violations of vehicle weight, size and load regulations. The penalty for a "violation" specified in AS 12.55.035(b)(5) is a fine of no more than \$300. A "violation" is the most minor type of offense in our criminal code. It does not require proof of a culpable mental state. AS 11.81.600. Under AS 11.81.900(b)(56), a "violation" is a non-criminal offense punishable only by a fine, but not by imprisonment or other penalty; conviction of a violation does not give rise to any disability or legal disadvantage based on conviction of a crime; and a person charged with a violation is not entitled to a trial by jury or to have a public defender or other counsel appointed at public expense to represent the person.

New paragraph (c) limits the penalty for overweight vehicles to \$.05 per pound of weight over the authorized limit. This paragraph repeats almost verbatim the provisions presently found in AS 28.40.050(e). The reason for moving this paragraph from AS 28.40.050 to AS 19.45.002 is that Title 28 is not an appropriate place for such a penalty limitation since (1) the overweight vehicle regulation is not promulgated under the authority of Title 28 and (2) the Department of Public Safety is no longer involved in the enforcement of these regulations. (See sec. 3, ch 77, SLA 1982.) Presumably the penalty for an overweight vehicle could exceed the \$300 maximum established in paragraph (b) only if the vehicle exceeds a weight limit by more than 6,000 pounds. It should be noted that the \$.05 per pound penalty has been in effect for over ten years. In that time period the penalties for other vehicle and traffic offenses have doubled (as shown by changes in the bail amounts listed on the traffic bail forfeiture schedule which the supreme court is required by AS 28.05.151 to promulgate). The legislature, therefore, may want to consider raising the \$.05 limit.

Section 2 of the proposed bill repeals AS 28.40.050(e) because this sub-paragraph has been moved to AS 19.45.002 as described above.

For an Act entitled: "An Act relating to penalties for vehicle weight, size and load regulations; and providing for an effective date."

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

Section 1. AS 19.45.002 is amended to read:

Sec. 19.45.002. Penalties. (a) A person who violates any provision of chs. 5-25 of this title is guilty of a misdemeanor and upon conviction is punishable by a fine of not less than \$10 nor more than \$500, or by imprisonment in jail for a period not to exceed one year, or by both.

(b) A person who violates a regulation adopted under this title establishing limitations on weight, size and load of vehicles is guilty of a violation and is subject to the penalty specified in AS 12.55.035(b)(5).

(c) Notwithstanding the maximum fine provided for violations under (b) of this section, for the violation of regulations or special permits issued governing vehicle weight limits, overweight penalties shall be imposed at the rate of five cents for each pound of weight over the authorized weight limit for that vehicle.

Sec. 2. AS 28.40.050(e) is repealed.

Sec. 3. This Act takes effect immediately under AS 01.10.070.

HOUSE COMMITTEE REPORT

Date referred: 4/8/87

FURTHER REFERRALS: Judiciary

DATE: April 24, 1987

The Transportation Committee has considered HB 256

"An Act relating to driving motor vehicles in the vicinity of the James Dalton Highway; providing penalties for violations of motor vehicle laws; and providing for an effective date."

RECOMMENDS:

- replace with _____ the same title
- attached amendment(s) a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(s):

- fiscal impact same as previous fiscal note published _____
- zero fiscal note same as previous zero fiscal note published _____
- zero with analysis

SIGNING TO PASS:

SIGNING OTHER RECOMMENDATIONS:

Bob Boucher

Bill Huds

Heinrich Springs

Bette Cato

Bette Cato
Chairman's signature

STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE

REQUEST

Revision Date: _____
 Title: An Act relating to driving
in the vicinity of the James Dalton..
 Sponsor: Rules Comm./Governor
 Requestor: House Transportation

Bill Version: HB 256
 Publish Date: _____
 Agency Affected: Public Safety
 BRU: Fish & Wildlife Protection
 Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		0	0	0	0	0
CAPITAL						
REVENUE						

FUNDING:: (Thousands of Dollars)

GENERAL FUNDS		0	0	0	0	0
FEDERAL FUNDS						
OTHER						
TOTAL		0	0	0	0	0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

No fiscal impact is anticipated.

Prepared by: K. Niles
 Division: Commissioner's Office

Phone: 465-4336

Date: 4/22/87

Approved by Commissioner: [Signature]
 Agency: Public Safety

Date: 4/24/87

Distribution (by preparer):

Legislative Finance
 Legislative Sponsor
 Requestor
 Office of Management and Budget
 Impacted Agency(ies)
 Senate Secretary

JM
4/24/87

STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE

REQUEST: 3-23-87

Bill Version: HB 256
Publish Date: HOUSE 4/8/87

Revision Date: _____

Agency Affected: _____

Title: Motor vehicles near Dalton Hwy

BRU: _____

Sponsor: Administration

Components: _____

Requestor: Governor's Office

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
REVENUE	-0-	-0-	-0-	-0-	-0-	-0-

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

This proposed legislation would not have a fiscal impact on the Department of Transportation and Public Facilities.

Prepared by: H. Glenzer Jr. (signed)
Division: Regional Director, Northern Region

Phone: 451-2210
Date: 3/25/87

Approved by Commissioner: *M. P. S. H.*
Agency: Transportation & Public Facilities

Date: 3/27/87

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)
- Senate Secretary