

HB

101

SENATE COMMITTEE REPORT

DATE: 5/10/07

FURTHER:

DATE TURNED
IN TO OFFICE: _____

State Affairs Committee considered CS FOR HOUSE BILL NO. 101(CRA)

HB 101 UNIFORM TRAFFIC LAWS

"An Act relating to uniform traffic laws and to operating a vehicle while under the influence of an alcoholic beverage, inhalant, or controlled substance."

and recommends:

- be replaced with SCS or CS HB 101 (STA)
- adopt previous SCS or CS _____
- attached amendment(s)
- adopt _____ Letter of Intent
- further referral to _____ Committee

SENATE BILL:
 Same Title
 New Title

HOUSE BILL:
 Same Title
 Technical Title Change
 New Title w/ SCR # _____

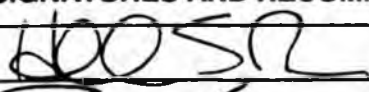
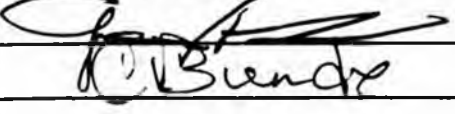
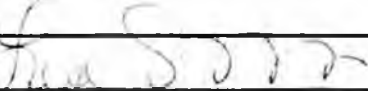
NEW FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#
Admin	11/27/06			✓	

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	PRINTED LAST NAME	Do PASS	Do NOT PASS	No REC	AMEND
	French			x	
	Bunde	✓		x	
CHAIR: 	McBride	✓			

Alaska State Legislature

Interim:

600 E. Railroad Ave
Wasilla, AK 99654

Phone: (907) 376-3725
Fax: (907) 376-4768



Session:
Alaska State Capitol, Rm 108
Juneau, AK 99801-1182

Phone: (907) 465-3743
Fax: (907) 465-2381
Toll Free: (800) 565-3743
Rep_Carl_Gatto@legis.state.ak.us

Representative Carl Gatto
Co-Chair, House Resources Committee
District 13 - Palmer

SPONSOR STATEMENT CSHB 101(CRA)

"An Act relating to uniform traffic laws and to operating a vehicle while under the influence of an alcoholic beverage, inhalant, or controlled substance."

The ignition interlock law was enacted in 2004 as a tool to reduce the number of alcohol related deaths. Ignition interlock devices are required for DUI offenders whose Blood Alcohol Content (BAC) registers twice the legal limit. Of the alcohol related vehicle deaths that occurred in Alaska in 2005, 77% of those involved had BAC levels that were over the legal limit and 30% of those drivers had BAC levels of .10 or greater.

This bill clarifies statutory provisions that municipalities and the courts have found confusing when imposing ignition interlocks in qualifying DUI cases. The first provision clarifies that municipalities may not enact *OR* enforce an ordinance inconsistent with Alaska's Uniform Traffic Laws Act; the second provision clarifies sentencing procedures in cases where ignition interlocks are required.

Your support is appreciated for CSHB 101.

Alaska State Legislature



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1000 E. Railroad Ave
Wasilla, AK 99654

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Co-Chair, House Resources Committee
District 13 - Palmer

EXPLANATION OF CHANGES CSHB 101(CRA)

"An Act relating to uniform traffic laws and to operating a vehicle while under the influence of an alcoholic beverage, inhalant, or controlled substance."

Section 2 – Amends AS 28.35.030(r) to alter the original reference of “trier of fact” to “the court.” This was made in response to concerns raised by the Municipality of Anchorage.

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Representative Carl Gatto
Co-Chair, House Resources Committee
District 13 - Palmer

FACSIMILE COVER SHEET

To: Mayor Mark Begich
From: Rep. Carl Gatto
Date: March 12, 2007
Re: HB 101 Committee Substitute Work Draft

Dear Mr. Mayor –

Attached is a proposed committee substitute for consideration by the House Community and Regional Affairs committee.

As you will note, section 2 of this bill proposes an amendment in direct response to the recommendation included in your letter dated March 5.

I hope this resolves any further confusion and I look forward to working with the Municipality of Anchorage to clarify statute as it pertains to municipal enforcement of the use ignition interlock devices.

I appreciate your comments.

Rep. Carl Gatto



Municipality of Anchorage

P.O. Box 190650 • Anchorage, Alaska 99519-0650 • Telephone: (907) 343-4431 • Fax: (907) 343-4499 <http://www.muni.org>

Mayor Mark Begich

Office of the Mayor

March 5, 2007

The Honorable Carl Gatto
Alaska State House of Representatives
State Capitol, Room 108
Juneau, AK 99801-1182

Dear Representative Gatto:

I received a copy of your Feb. 28, 2007, news release charging the Municipality of Anchorage with refusing to enforce a state statute providing for the use of ignition interlock devices by people convicted of operating vehicles under the influence. This is simply incorrect.

My administration and the municipal prosecutor strongly support the use of the ignition interlock device and favor laws that require judges to order these devices be installed on vehicles owned by persons convicted of such offenses. Ignition interlocks are frequently mandated in Anchorage DUI cases and the city's prosecutor often insists that their use be imposed as a condition of sentencing.

However, there is a technical legal problem with the ignition interlock law the Legislature passed in 2004. That statute does not authorize the courts to impose this requirement when the conviction is for a municipal traffic offense, as distinguished from a state offense. The municipal prosecutor alerted the Legislature to this technical legal problem and encouraged the Legislature to fix it by amending the deficient statute.

We believe there are two potential solutions to this oversight in the 2004 law.

Judicial imposition of ignition interlock requirement:

Probably the quickest and easiest solution is for the Legislature to amend AS 12.55.102 by adding a language providing that: "If the court in imposing sentence under AS 28.35.030, or another ordinance with similar elements, finds that the defendant's alcohol level was .16 or more, but less than .24, the court shall impose as a condition of probation or generally as part of the sentence, a requirement that the defendant may not operate a motor vehicle unless it is equipped with a properly functioning, maintained and monitored ignition interlock device for a minimum of six months after the person regains the privilege to operate a motor vehicle."

The next subsection should say the same thing, but specify a minimum of one year if the alcohol level is over .24. An additional subsection should require the same thing, with a one-year minimum, if the defendant is convicted of a violation of AS 28.32.032 (refusal to submit to chemical test) or another ordinance with similar elements). The section should also provide that if the defendant disputes the breath alcohol result, the issue shall be heard by the sentencing court without a jury.

Community, Security, Prosperity

The Honorable Carl Gatto

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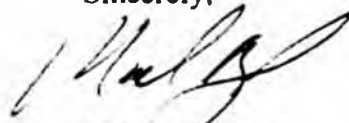
March 5, 2007

Division of Motor Vehicles imposition of ignition interlock requirement:

The second alternative fix, which is preferred by the municipal prosecutor, is to amend AS 28.15.211, the section that governs issuance of a license a revocation, to require the Division of Motor Vehicles to require an ignition interlock device when the driver gets his or her license back after a license revocation based on a DUI. If the alcohol level was .16 or more, but less than .24, the requirement would be for six months, and if the alcohol result is over .24, or the person refused to take a chemical test, the license revocation would be for one year.

Anchorage takes very seriously our obligation to crack down on drunk drivers and I agree that use of the ignition interlock device is often a useful tool to remove these offenders from our streets. We remain ready to work with you and other legislators to correct the oversight in the 2004 statute.

Sincerely,



Mark Begich
Mayor

CC: Representative Gabrielle LeDoux
Representative Anna Fairclough

LEGAL SERVICES

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

(907) 465-3867 or 465-2450
FAX (907) 465-2029
Mail Stop 3101


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

MEMORANDUM

October 30, 2006

SUBJECT: Requirement of Ignition Interlock Device for Drunk Drivers Not Being Enforced in Anchorage (Work Order No. 25-LS0143)

TO: Representative Carl Gatto
Attn: Cody Rice

FROM: Gerald P. Luckhaupt 
Legislative Counsel

AS 28.35.030(r) provides that courts must require the use of ignition interlock devices by persons who are convicted of drunk driving with a blood alcohol level of .16 or higher. The requirement applies when the person regains the privilege to drive, including any limited privilege, and applies for a minimum of six months or one year depending upon the offender's actual blood alcohol level. Apparently this requirement is not being applied or enforced in Anchorage, and you have asked if the failure to apply or enforce this requirement is justified. With regard to your request you have provided me a copy of an email from John McConnaughy, Deputy Anchorage Municipal Attorney, who states that Anchorage is not violating state law by failing to require ignition interlock devices because

[w]e asked the courts to order the use of ignition interlock devices pursuant to AS 28.35.030(r), but they ruled that the subsection does not apply in Municipal cases. There are no similar provisions under the Municipal Code.

Mr. McConnaughy then continues and states, "that we discussed asking the Assembly to enact similar requirements into the Municipal Code, but decided not to after reviewing AS 28.35.030(r)." Mr. McConnaughy then states that he does not like the way the section is drafted and believes it could cause problems in the courts "because it is procedurally unclear and confusing." He further states that he is concerned because the legislature chose to apply the requirement only to DUI cases and not to refusal cases and that he didn't want to create additional problems by incorporating these requirements into the Municipal Code. Mr. McConnaughy expounds on his concerns in a further email in which he states that he is puzzled by how AS 28.35.030(r) is written and that he is "concerned that the subsection has the potential to create confusion and lengthen trials."¹

¹ Cody Rice will remember that I also had serious concerns with the bill that gave rise to this provision and the amendments that were made to the bill as it proceeded through the

While I can sympathize with Mr. McConnaughy's concerns, those concerns are irrelevant to the question of whether the AS 28.35.030(r) is applicable to and within the Municipality of Anchorage. Neither I or Mr. McConnaughy have the authority to decide whether AS 28.35.030(r) will apply. The legislature has provided that the traffic laws of the state shall be uniform throughout the state and shall apply within all municipalities of the state. Therefore, I question the authority of a court or the Municipality of Anchorage to fail to apply or enforce this requirement. The failure to adopt or apply AS 28.35.030(r), can only arise from a misapprehension of the authority of a municipality vis-a-vis the legislature with regard to the traffic code in Alaska.

The legislature has adopted the Alaska Uniform Traffic Laws Act.² AS 28.01.010(a) of that Act provides:

The provisions of this title and the regulations adopted under this title are applicable within all municipalities of the state. A municipality may not enact an ordinance that is inconsistent with the provisions of this title or the regulations adopted under this title. A municipality may not incorporate into a publication of traffic ordinances a provision of this title or the regulations adopted under this title without specifically identifying the provision or regulation as a state statute or regulation.
[Emphasis added.]

Notwithstanding AS 28.01.010(a), municipalities are given the authority under state law to "enact necessary ordinances to meet specific local requirements." Municipalities are required to forward copies of their traffic ordinances to the commissioner of public safety and must provide specific notice of any inconsistent ordinance. That a particular municipality is a home rule municipality has no bearing on whether an ordinance is inconsistent with a state traffic law, as the Act operates as a limitation on the powers of home rule cities and an inconsistent traffic ordinance is an exercise of home rule power that is expressly prohibited by the legislature. *Adkins v. Lester*, 530 P.2d 11 (Alaska 1974).³

legislature. I questioned both the choices being made and how the bill was to be applied. In addition, Mr. McConnaughy's concerns about (r) not applying to refusals and therefore encouraging persons to refuse a chemical test are valid. The legislature, though, rejected similar concerns and chose not to apply this provision to refusals. The legislature has instead chosen to prohibit refusals from ever receiving a limited license under AS 28.15.201, therefore providing, apparently at least, a limited counterbalance.

² AS 28.01.

³ The legislature has also allowed municipalities to deviate from state law with regard to the impoundment and forfeiture of motor vehicles. See AS 28.01.015. *McCormick v. Anchorage*, 999 P.2d 155 (Alaska App. 2000).

Representative Carl Gatto

October 30, 2006

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Concerns that the state law makes it harder to prosecute or lengthens trials are irrelevant to deciding whether or not a local ordinance is inconsistent with a state traffic law. For example, in *Simpson v. Municipality of Anchorage*, 635 P.2d 1197, 1204 (Alaska App. 1981) Anchorage's .10 per se under the influence law was found to be inconsistent with state law drunk driving laws that required a finding that a driver actually be under the influence of an intoxicating liquor. Anchorage argued that home rule authority and the high number of alcohol-related accidents in Anchorage authorized the use of this expediency (which necessarily would result in an ease in prosecution as we have subsequently found) as a deviation from state law. The court rejected Anchorage's arguments. The court found that the Anchorage ordinance was inconsistent with state law as it tended to frustrate a statewide policy enacted by the legislature. In examining a case where an inconsistency was not found (*Cremer v. Anchorage*, 575 P.2d 306 (Alaska 1978)) with a case where an ordinance was found to be inconsistent (*Adkins, supra*) the *Simpson* court said:

The holding of the court in *Cremer* is especially helpful, for it articulates specific standards by which the issue of inconsistency under AS 28.01.010(a) may be evaluated. The court stated, first, that an ordinance could be deemed inconsistent only if it was 'found that it directly or indirectly impeded implementation of a statute which sought to further a specific statewide policy.' 575 P.2d at 307 (footnote omitted). Second, in distinguishing its holding from the holding of *Adkins v. Lester*, the court indicated that an essential criterion of inconsistency under 28.01.010(a) is whether the ordinance in question seeks to proscribe conduct which, by statute, 'the legislature intended, as a matter of policy, to permit . . . ' 575 P.2d at 308 n.5. From these statements we infer that, when the question of inconsistency under AS 28.01.010(a) is raised, the issue is not whether there is a mere discrepancy between state law and local ordinance; rather, the inquiry must focus on whether any discrepancy in the ordinance impedes or frustrates policy expressed by state law.

In AS 28.35.030(r) the legislature has expressed the statewide policy that drunk drivers with a blood alcohol level of at least double the legal limit as found by the trier of fact must use an ignition interlock device for a minimum period of time when regaining the privilege to drive. The Anchorage ordinance that is being applied does not include this requirement and "impedes and frustrates" this statewide policy set by the legislature. The Anchorage ordinance therefore must give way so as to allow the statewide policy to be implemented and applied. Mr. McConnaughy's concerns should have been addressed to the legislature when HB 342 was being heard or to the Anchorage Assembly once HB 342 became law. The Anchorage Assembly conceivably could have addressed Mr. McConnaughy's concerns and made some changes to AS 28.35.030(r), provided those changes did not frustrate or impede the general state policy set by the legislature requiring the use of ignition interlock devices for this class of drivers.

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Judicial and Administrative Implications of HB19

Offense	Minimum Imprisonment	Minimum Fine	Minimum Driver's License Revocation	Minimum Ignition Interlock (proposed Judicial action)	Other	Ignition Interlock Limited License (proposed Administrative action)
Class A misdemeanors per AS 28.35.030(b) (DUI convictions)						
First offense DUI (or refusal)	72 hours	\$1500	90 days	12 months during period of probation after period of revocation	May require vehicle forfeiture	Eligible for an Ignition Interlock Limited License during revocation following period of 30 days hard suspension
Second DUI (or refusal)	20 days	\$3000	1 year	24 months during period of probation after period of revocation	May require vehicle forfeiture	Eligible for an Ignition Interlock Limited License during revocation following period of 90 days hard suspension
Third DUI (or refusal)	60 days	\$4000	3 years	36 months during period of probation after period of revocation	May require vehicle forfeiture	Eligible for an Ignition Interlock Limited License during revocation following period of 90 days hard suspension
Fourth DUI (or refusal)	120 days	\$5000	5 years	Throughout period of probation following period of revocation	May require vehicle forfeiture	Eligible for an Ignition Interlock Limited License during revocation following period of 90 days hard suspension
Fifth DUI (or refusal)	240 days	\$6000	5 years	Throughout period of probation following period of revocation	May require vehicle forfeiture	Eligible for an Ignition Interlock Limited License during revocation following period of 90 days hard suspension
Sixth DUI (or refusal) and beyond	360 days	\$7000	5 years	Throughout period of probation following period of revocation	May require vehicle forfeiture	Eligible for an Ignition Interlock Limited License during revocation following period of 90 days hard suspension

Judicial and Administrative Implications of HB19

Offense	Minimum Imprisonment	Minimum Fine	Minimum Driver's License Revocation	Minimum Ignition Interlock (proposed Judicial action)	Other	Ignition Interlock Limited License (proposed Administrative action)
Class C felons as per AS 28.35.030(n) (two or more DUI or refusal convictions since 1996, and within ten years preceding the date of the present offense)						
Two prior convictions	120 days	\$10,000	Permanently (under (o) of this section, this translates into a minimum of ten years)	Throughout period of probation following period of revocation	Shall require vehicle forfeiture, vehicle registration revocation(s), may require other conditions	NOT eligible for an Ignition Interlock Limited License
Three prior convictions	240 days	\$10,000	Permanently (under (o) of this section, this translates into a minimum of ten years)	Throughout period of probation following period of revocation	Shall require vehicle forfeiture, vehicle registration revocation(s), may require other conditions	NOT eligible for an Ignition Interlock Limited License
Four or more prior convictions	360 days	\$10,000	Permanently (under (o) of this section, this translates into a minimum of ten years)	Throughout period of probation following period of revocation	Shall require vehicle forfeiture, vehicle registration revocation(s), may require other conditions	NOT eligible for an Ignition Interlock Limited License

Judicial and Administrative Implications of HB19

Offense	Minimum Imprisonment	Minimum Fine	Minimum Driver's License Revocation	Minimum Ignition Interlock (proposed Judicial action)	Other	Ignition Interlock Limited License (proposed Administrative action)
Class A misdemeanors as per 28.35.032(g) (refusal to submit to a chemical test)						
First refusal	72 hours	\$1500	90 days	12 months during period of probation after period of revocation	may require other conditions	NOT eligible for an Ignition Interlock Limited License
Second refusal	20 days	\$3000	1 year	24 months during period of probation after period of revocation	may require other conditions	NOT eligible for an Ignition Interlock Limited License
Third refusal	60 days	\$4000	3 years	36 months during period of probation after period of revocation	may require other conditions	NOT eligible for an Ignition Interlock Limited License
Fourth refusal	120 days	\$5000	Five years	Throughout period of probation following period of revocation	may require other conditions	NOT eligible for an Ignition Interlock Limited License
Fifth refusal	240 days	\$6000	Five years	Throughout period of probation following period of revocation	may require other conditions	NOT eligible for an Ignition Interlock Limited License
Sixth or more refusal	360 days	\$7000	Five years	Throughout period of probation following period of revocation	may require other conditions	NOT eligible for an Ignition Interlock Limited License

Judicial and Administrative Implications of HB19

Offense	Minimum Imprisonment	Minimum Fine	Minimum Driver's License Revocation	Minimum Ignition Interlock (proposed Judicial action)	Other	Ignition Interlock Limited License (proposed Administrative action)
Class C felons as per AS 28.35.032(p) (two or more refusal or DUI convictions since 1996, and within ten years preceding the date of the present offense)						
Two prior refusal convictions	120 days	\$10,000	Permanently (under (o) of this section, this translates into a minimum of ten years)	Throughout period of probation following period of revocation	Shall require vehicle forfeiture, vehicle registration revocation(s), may require other conditions	NOT eligible for an Ignition Interlock Limited License
Three prior refusal convictions	240 days	\$10,000	Permanently (under (o) of this section, this translates into a minimum of ten years)	Throughout period of probation following period of revocation	Shall require vehicle forfeiture, vehicle registration revocation(s), may require other conditions	NOT eligible for an Ignition Interlock Limited License
Four or more prior refusal convictions	360 days	\$10,000	Permanently (under (o) of this section, this translates into a minimum of ten years)	Throughout period of probation following period of revocation	Shall require vehicle forfeiture, vehicle registration revocation(s), may require other conditions	NOT eligible for an Ignition Interlock Limited License

Ignition Interlock Program Comparison Chart

MADD's Recommendations¹	New Mexico Model²	HB19	Recommended Action to Strengthen HB19
<p>Administrative and Judicial structures should exist</p>	<p>Yes.</p> <p>Administrative- Interlock license is <i>voluntary</i> for those with revoked licenses during revocation period of 1-10 years for <i>all</i> offenders with alcohol related offenses (DUI, Refusal and Driving Without a License)</p> <p>Judicial –Interlock is <i>required</i> for one year or more depending upon number of priors.</p>	<p>Yes.</p> <p>Administrative: Ignition Interlock Limited License is voluntary for those misdemeanor offenders for DUI only (<i>not</i> for refusal or DWLR/S during period of license revocation for DUI)</p> <p>Judicial: Ignition Interlock Limited License is required for a set time <i>following</i> period of license revocation and <i>during</i> period of probation</p>	<p>Administrative: Amend to include felons, and those convicted of refusal and those convicted of DWLR/S during period of license revocation due to DUI or Refusal.</p> <p>Judicial: Amend to delete "during period of probation."</p>
<p>No "waiting out" judicial sanction before regaining full driver license privileges</p>	<p>Yes.</p> <p>New Mexico law stipulates a period of time rather than a specific time-frame for mandatory use of an ignition interlock before license reinstatement An offender cannot apply for full driver license privileges until this requirement is met.</p>	<p>No.</p> <p>The judicial requirement for an Ignition Interlock Limited License is limited to the set time <i>following</i> period of license revocation and <i>during</i> period of probation</p>	<p>Judicial: Amend to delete "during period of probation."</p>
<p>If no judicial sanction, an administrative sanction kicks in</p>	<p>Yes.</p> <p>A DWI arrest initiates an administrative license revocation that is either upheld or denied following a hearing. Additionally, the arrest may lead to criminal charges and is dealt with through the courts.</p>	<p>Yes, in part.</p> <p>Only misdemeanor DUI offenders with license revocations are eligible to apply for an Ignition Interlock Limited License. Again, felons or offenders convicted of refusal or DWLR/S as a consequence of a DUI are eligible to apply.</p>	<p>Administrative: Amend to include felons, and those convicted of refusal and those convicted of DWLR/S during period of license revocation due to DUI or Refusal</p>

Ignition Interlock Program Comparison Chart

Recommended penalties:	Yes., in part. New Mexico meets or exceeds many of the penalties recommended by MADD.	Yes and no. While the judicial mandate for an ignition interlock meets MADD's recommendations, it is limited by the requirement for a non-mandated period of probation. Please see the chart: "Judicial Implications of IIB19"	
First offense, no aggravators—180 day license suspension, 30 days hard, 150 with IID; First offense with >15 BAC – full year suspension, 60 days hard, 305 with IID	First offense – mandatory one year interlock license. New Mexico has minimized hard revocation periods due to the finding that compliance increases with decreased time between arrest and installation of device ¹ .	First offense – 12 months during period of probation after period of revocation	Judicial: Amend to delete "during period of probation."
Repeat offense – two year suspension, 60 days hard, 670 with IID	Second offense – mandatory two years interlock license	Second offense - 24 months during period of probation after period of revocation	
Third offense and beyond – vehicle forfeiture, lookback periods for repeat offenses at least ten years	Third offense – mandatory three years interlock license Fourth offense and beyond – mandatory lifetime interlock with five year reviews	Third offense - 36 months during period of probation after period of revocation: Fourth offense and beyond - Throughout period of probation following period of revocation; may require vehicle forfeiture	
Drivers under 21 with any measurable BAC required to get IID	Offenders under 21 are subject to a setback of graduated driving privileges for at least 90 days.	No specific IID requirement	

¹ Mothers Against Drunk Driving. "Stopping Drunk Driving Before It Starts: A Technological Solution", 2007.

www.madd.org/getdoc/c5b095d2-53b7-4497-beaa-8712c0acaf72/InterlocksforAllOffendersFINAL.aspx

² Institute of Public Law. University of New Mexico School of Law. New Mexico Department of Transportation, Traffic Safety Bureau. "New Mexico Motor Vehicle Laws 2006-2007", 2007. < <http://ipl.unm.edu/traf/pubs/NMMVLaws8x11.pdf> >

³ Voas, R. B.; Roth, J.; and Marques, P. R. "The hard suspension barrier: Does New Mexico's interlock licensing law solve the problem?" *Alcohol Ignition Interlock Devices, Volume II: Research, Policy, and Program Status 2005* pgs. 62-73, (2005).

FISCAL NOTE

STATE OF ALASKA
2008 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: CSHB 101(CRA)
 () Publish Date: _____

Identifier (file name): HB101CS(CRA)-DOA-DMV-11-27-07 Dept. Affected: Administration
 Title "Uniform traffic laws..." RDU Division of Motor Vehicles
 Component Motor Vehicles
 Sponsor Rep(s) GATTO, Lynn, Fairclough, LeDoux, Kohring, Ramras.
 Requester (S) STA Component Number 2348

Expenditures/Revenues (Thousands of Dollars)

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

	Appropriation Required	Information						
		FY 2009	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
OPERATING EXPENDITURES								
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	0.0	0.0

CAPITAL EXPENDITURES								
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CHANGE IN REVENUES ()	0.0							
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts								
1003 GF Match								
1004 GF								
1005 GF/Program Receipts								
1037 GF/Mental Health								
1156 Receipt Supported Services								
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2008) cost: 0.0

POSITIONS

Full-time								
Part-time								
Temporary								

ANALYSIS: (Attach a separate page if necessary)

This bill does not financially impact the Division of Motor Vehicles.

Prepared by: Kerry Hennings, Acting Director
 Division: Motor Vehicles
 Approved by: Kevin Brooks, Deputy Commissioner
Department of Administration

Phone 907-269-3770
 Date/Time 11/27/07 12:00 AM
 Date 11/30/2007