

ALASKA LEGISLATURE COMMITTEE FILES 1983-1984

3009 SSA SB 61 (FILE 3) 8672

PROBLEM DRINKING DRIVERS

1. The Problem Drinking Driver is someone who *regularly* drives while seriously impaired.
2. In the typical jurisdiction, about two-thirds of persons arrested for DWI are identifiable as Problem Drinkers, either clearly or marginally.
3. Problem Drinking Drivers usually have a high BAC (0.15 percent or above) when arrested. Of course, the BAC on any occasion may be lower.
4. Drivers with a high BAC (0.10 percent or above) are likely to be involved in at least
 - Twice as many crashes
 - Twice as many property damage crashes
 - Five times as many personal injury crashes
 - Twelve times as many fatal crashes
 - Twice as many traffic violations
 - Three times as many license suspensions

as the average driver.

5. Social Drinkers rarely achieve the high BAC (0.10 percent or above) which problem drinkers achieve very often.
6. A person can learn to "drive while drunk" i.e., to compensate partially for the impairment caused by alcohol up to a point. The learning takes a lot of practice.

Social Drinkers don't get that much practice. They are likely to judge themselves "too drunk to drive," or to drive very badly at lower BACs.

Therefore, a person who drives reasonably well at a high BAC, or who can drive at all at a very high BAC (0.20 percent or above), is unlikely to be a Problem Drinker.

7. Problem Drinking Drivers tend to lead troubled lives, as is shown in:
 - The probability of their having previous and subsequent DWI arrests.
 - The frequency of their contacts with social agencies.
 - Their emotional profiles.
 - The frequency of their family and economic problems.

This makes it possible to identify them by record checks and personality tests.

ACCIDENTS IN ALASKA

In 1975, alcohol-related highway accidents cost \$19.5 million.

In 1977, 62 Alaskans died in alcohol-related highway accidents. About 80% of highway fatalities in Anchorage are alcohol-related.

OMVI ARRESTS IN ALASKA

The drivers being arrested are very heavy drinkers - had to have had ten drinks in an hour to reach the blood alcohol levels recorded. Most have so much alcohol in their system that they are still drunk when they go to work the next day.

Most people never drink enough to reach the illegal BAC level. Most people arrested for OMVI regularly drink large amounts.

At most one out of four arrested for OMVI are "normal" drinkers who have had too much just this night. The rest are used to drinking and driving - in fact one out of three people arrested for OMVI has previously been convicted.

Few of the arrests for OMVI are borderline cases - the average blood alcohol concentration is twice the level proscribed by law.

FATAL ACCIDENTS

1976 - 1981

1976	111 fatal accidents 67 alcohol involved	127 fatalities
1977	130 fatal accidents 64 alcohol involved	138 fatalities
1978	112 fatal accidents 54 alcohol involved	127 fatalities
1979	80 fatal accidents 48 alcohol involved	90 fatalities
1980	79 fatal accidents 50 alcohol involved	88 fatalities
1981	90 fatal accidents 55 alcohol involved	100 fatalities
Totals	602 fatal accidents 338 alcohol involved	670 fatalities

Information provided by:

Highway Safety Planning Agency
Pouch N
Juneau, AK 99812

I N J U R Y A C C I D E N T S

A L C O H O L I N V O L V E D

1978 - 1980

1978	3,381 injury accidents	4,836 people injured
1979	3,285 injury accidents	4,634 people injured
1980	3,457 injury accidents	5,030 people injured
Totals	10,073 injury accidents	13,347 people injured

Information provided by:

Highway Safety Planning Agency
Pouch N
Juneau, AK 99811

YEAR	DRIVER AGE	FATAL ACCIDENTS	ALCOHOL RELATED ACCIDENTS	% ALCOHOL	TOTAL FATALITIES	ALCOHOL RELATED FATALITIES	% ALCOHOL	LICENSED DRIVERS
<u>1979</u>		81	57	70.3%	<u>91</u>	<u>66</u>	72.5%	
	<u>0-18</u>	17	<u>11</u>	64.7	20	<u>13</u>	65%	
	19	2	2	100	2	2	100%	
	20	9	6	66.7	11	8	72.7	
	21+	53	38	71.7	58	43	74.1	
TOTAL UNDER 21 ALCOHOL INVOLVEMENT= (31.8%)								
<u>1980</u>		86	58		<u>95</u>	<u>64</u>		
	<u>0-18</u>	10	<u>5</u>	50.0%	11	<u>6</u>	54.5	
	19	2	1	50.0	4	1	25.0	
	20	3	1	33.3	3	1	33.3	
	21+	71	51	71.8	77	56	72.7	
TOTAL UNDER 21 ALCOHOL INVOLVEMENT= (12.5%)								
<u>1981</u>		90	66	73.3%	<u>100</u>	<u>76</u>	76	
	<u>0-18</u>	13	<u>11</u>	84.6	18	<u>16</u>	88.9	1.4
	19	4	4	100	4	4	100	1.2
	20	2	2	100	3	3	100	0.5
	21+	71	49	69	75	53	70.7	7.4
TOTAL UNDER 21 ALCOHOL INVOLVEMENT= (30.3%)								
<u>1982</u>		98	51	52.0	<u>107</u>	<u>53</u>	49.5	
	<u>0-18</u>		2			2		.8%
	19		5			5		.8%
	20		2			2		1.2%
	21+		42			44		97.1%
TOTAL UNDER 21 ALCOHOL INVOLVEMENT= (17.0%)								

FROM
HIGHWAY
SAFETY PLAN
1983

ALASKA HIGHWAY SAFETY PLANNING AGENCY TRAFFIC ACCIDENT PROJECTION

	YEAR 1	TOTAL ACCIDENTS 2	INJURY ACCIDENTS 3	FATALITIES 4	RATE	PROPERTY + INJURY COSTS DAMAGE 5	
1	1977	15,086	5,085	136	4.5	20,348,441	1
2	1978	12,962	4,822	127	4.5	18,775,536	2
3	1979	13,521	4,560	96	3.3	19,365,424	3
4	1980	13,165	4,993	98	3.8	20,793,029	4
5	1981	13,500	5,500	100	4.0	22,250,000	5
6	1982	14,000	6,000	107	4.5	23,750,000	6
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FROM: DEPARTMENT OF PUBLIC SAFETY PLANNING AGENCY

OVERALL STATEWIDE PROBLEM ANALYSIS

TRAFFIC RECORDS

Because of the problems described in the following paragraphs and the fact that current data is unavailable, there were no attempts made to perform a statistical analysis of the old data. This analysis has been performed on available data in past years and would only be redundant. Therefore, with the exception of the narrative in the traffic records section, the Overall Statewide Problem Analysis remains unchanged from the FY1982 highway safety plan. No further attempt to perform problem identification through statistical analysis will be done until current and accurate data becomes available.

The Alaska traffic records system continues to be plagued with many of the same problems that have prevented timely and accurate retrieval of accident data for the past few years. Excessive delays are still experienced in all aspects of the collection, entry, editing and retrieval of the accident and driver license data. Even though the driver license system is an automated on-line system, accurate statistical data for calendar year 1981 are not available at this time. Errors in data collection, as well as in the data entry, continue to contribute to the excessive delays in obtaining accident data.

Because of the changing philosophical views within the department, all attempts to utilize the "DART" traffic records software package have been abandoned. There is presently no individual within the department available that can utilize this system and at this time no efforts to revitalize the system are planned.

Even though a project was implemented in the department to alleviate many of the problems of the traffic records system, no progress of any consequence can be expected. The fact that the system spans two departments, neither of which has total responsibility, only complicates all efforts to upgrade the system. As the accident system remains a low priority within the department, we do not anticipate any improvement to the system during FY1983.

Because of these problems and the lack of reliable traffic data, emphasis will be placed on working with the Department of Public Safety to develop a more responsive outlook towards the traffic records system. This will include suggestions to move the responsibility of data entry from DOT/PF to the Department of Public Safety, to assign the system responsibilities to an individual in the department capable of overseeing and maintaining the system needs. With a commitment from the Department, traffic data and problem identification could be eliminated as a major obstacle in the preparation of the annual highway safety plan.

*FY 1983
Highway
Safety Planning, 1983*

STATE ACCIDENT ANALYSIS

<u>YEAR</u>	<u>INJURY ACCIDENTS</u>	<u>FATALITIES</u>	<u>TOTAL ACCIDENTS</u>	<u>M.D.R. (1)</u>	<u>PROPERTY DAMAGE (\$)</u>
1976	5,765	124	18,154	4.1	20,220,195
1977	5,085	136	15,086	4.5	20,348,441
1978	4,822	127	12,962	4.5	18,775,536
1979	4,560	96	13,521	3.2	19,365,424
1980	4,993	88	13,165	3.3	20,793,029

(1) Mileage Death Rate

1981 DATA NOT AVAILABLE AT THIS TIME

As shown by the preceding table, the total accident picture for Alaska in 1980 was one of increased risk to the motorist when compared to 1979. Accidents increased from 45 per 1,000 licensed drivers in 1979 to 48 per 1,000 licensed drivers in 1980. The mileage death rate increased from 3.2 per hundred million miles traveled in 1979 to 3.3 in 1980. The death rate per 1,000 motor vehicle accidents increased from 6.56 in 1979 to 6.68 in 1980.

Overall, there were more accidents per driver and per miles traveled than in 1979, with greater accident severity causing a higher injury and fatality rate. As a public health concern, the motor vehicle death rate per 100,000 population increased from 21.78 in 1979 to 21.97 in 1980 while the motor vehicle injury rate increased from 1,103.6 per 100,000 population in 1979 to 1,246.8 per 100,000 population in 1980.

STATE TRAFFIC ANALYSIS

<u>YEAR</u>	<u>POPULATION</u>	<u>LICENSED DRIVERS</u>	<u>VEHICLES (1) REGISTERED</u>	<u>MILES TRAVELED</u>
1976	413,289	216,079	259,615	30.67
1977	411,211	294,926	283,973	30.34
1978	416,500	283,733	276,918	28.22
1979	413,200	299,818	262,549	27.90
1980	400,481	272,472	257,491	26.58

(1) Excludes trailers, commercial trailers and snowmachines.

(2) Represented as 100 million vehicle miles traveled.

As shown by the above table, Alaska's population remained stable through 1976-1979, with the exception of 1978 when it reached its highest level. The state experienced a 4% decline in population between 1978 and 1980.

The number of licensed drivers increased significantly in 1977, 36%, followed by another increase in 1979, but declined in 1980.

The number of vehicles registered shows a steady decrease since 1977, with a similar trend occurring in miles traveled since 1976.

LICENSED DRIVERS BY AGE AND SEX (1980)

The following table displays licensed drivers by age and sex. As is obvious, the majority of drivers licensed in Alaska (56.3%) are under 35 years of age. Thirty-one percent of all licensed drivers are young (under 35) males: the group most at risk in highway traffic accidents.

<u>AGE</u>	<u>MALE</u>	<u>% (1)</u>	<u>FEMALE</u>	<u>% (1)</u>	<u>TOTAL</u>	<u>% (2)</u>
14-18	8,367	60.6	5,431	39.4	13,798	5.1
19-24	25,822	55.0	21,111	45.0	46,933	17.2
25-29	25,395	53.3	22,282	46.7	47,677	17.5
30-34	24,950	55.4	20,121	44.6	45,071	16.5
35-39	18,681	55.9	14,753	44.1	33,434	12.3
40-44	13,721	57.4	10,164	42.6	23,885	8.8
45-49	10,588	58.2	7,610	41.8	18,198	6.7
50-54	9,114	59.3	6,252	40.7	15,366	5.6
55-59	7,211	59.3	4,943	40.7	12,154	4.5
60-64	4,922	60.2	3,254	39.8	8,176	3.0
65-69	2,772	61.5	1,738	38.5	4,510	1.7
70 +	2,093	65.1	1,120	34.9	3,213	1.2
Unknown	34	59.6	23	40.4	57	
TOTAL	153,670	56.4	118,802	43.6	272,472	100.0

(1) Percentage of that age group.

(2) Percentage of total licensed drivers.

MOTOR VEHICLE TRAFFIC FATALITY ACCIDENTS

During the years 1976-1978 the rate of alcohol-related fatal accidents occurring in the state appears to have remained fairly constant: approximately one-half of all fatal accidents were alcohol-related. A departure from this trend was reported in 1979 when the rate of alcohol involvement increased to 70% in fatal accidents.

There is some indication that improved reporting of alcohol involvement contributed to this apparent increase. However, alcohol involvement in highway crashes is the state's most serious and enduring problem and has been assigned the highest priority for treatment in the FY1983 highway safety program.

ALCOHOL

The following table reflects the distribution of alcohol/driver by age group. Accidents in which alcohol involvement was not stated or was unknown have been removed from the calculations.

<u>AGE</u>	<u>NUMBER OF ALCOHOL ACCIDENTS</u>	<u>PERCENT INVOLVEMENT</u>	<u>PERCENTAGE OF LICENSED DRIVERS</u>
15-18	220	11.3	3.4
19-29	922	47.2	36.5
30-39	407	20.9	27.8
40-49	238	12.2	15.2
50-59	134	6.9	10.3
60 +	31	1.6	2.5

During 1979, alcohol was indicated in 1,952 traffic accidents. Drivers aged 19-29 were the most frequent offenders: 47.2% of the alcohol-related accidents involved drivers in this age group who had been drinking or who were suspected of drinking.

Drivers between the ages of 15 to 18, inclusive, who make up only 3.4% of the licensed driver population, accounted for 11.3% of the alcohol-related accidents, or more than 3 times their distribution in the general driver population.

Alcohol was a factor in 70% of the fatal accidents that occurred during 1979. Further analysis is not possible because of contradictory bivariate data, although there is some indication that young drivers are, again, over-represented. Inexperienced both in driving and in drinking, the young driver also has a predilection for high speeds, and the combination is lethal.

Alcohol enforcement and diversion to treatment and/or education of the drinking driver will remain the highest priority for Alaska's highway safety program.

SPEED RELATED

The number of speed-related fatalities declined from 80 in 1978 to 61 in 1979. Although the number of fatalities that were speed-related declined, the rate of speed involvement has remained constant at 27%. Speed as a contributing factor in injury accidents declined from 21% in 1978 to 16% in 1979.

CURRENT ALASKA LAWS PERTAINING TO DRUNK DRIVING
(TITLE 28)

April 5, 1983

This section contains a short outline of Alaska laws pertaining to drunk drivers.

TITLE 28, LAWS PERTAINING TO DRIVING WHILE INTOXICATED

Backup information for "Drunk Driving" hearings
April 7 to April 12, 1983
Senate State Affairs Committee

DWI is a class a misdemeanor, 28.35.030(b), for which the punishment is:

1st conviction of DWI or refusal to submit to a breath alcohol test:

1. mandatory license revocation for 30 days, but a limited license may be granted at the discretion of the court for 60 days, 28.15.181(c), 28.32.035(c).
2. Mandatory incarceration for not less than 72 hours, 28.35.030(e), 28.35.032(g)
3. ~~Mandatory~~ ^{discretionary} treatment, 28.35.030(c), 28.35.032(g).

2nd conviction or refusal within 1 year:

1. Mandatory 1 year license revocation with no limited license option, 28.15.181(c).
2. Mandatory 20 day incarceration period, 28.35.030(c).
3. Mandatory treatment, 28.35.030(c), 28.030.032(g).

2nd conviction or refusal within 5 years:

1. 1 year license revocation, 28.15.181(c).
2. 10 day mandatory incarceration period, 28.35.030(c).
3. Mandatory treatment, 28.35.030(c).

Implied consent provision, 28.35.031

Persons who operate motor vehicles, water crafts, or aircrafts within the boundaries of this state are considered to have given their consent to a chemical test of their breath.

Illegal Per Se law, 28.35.033

.10 grams of alcohol per 210 liters of a person's breath shall be

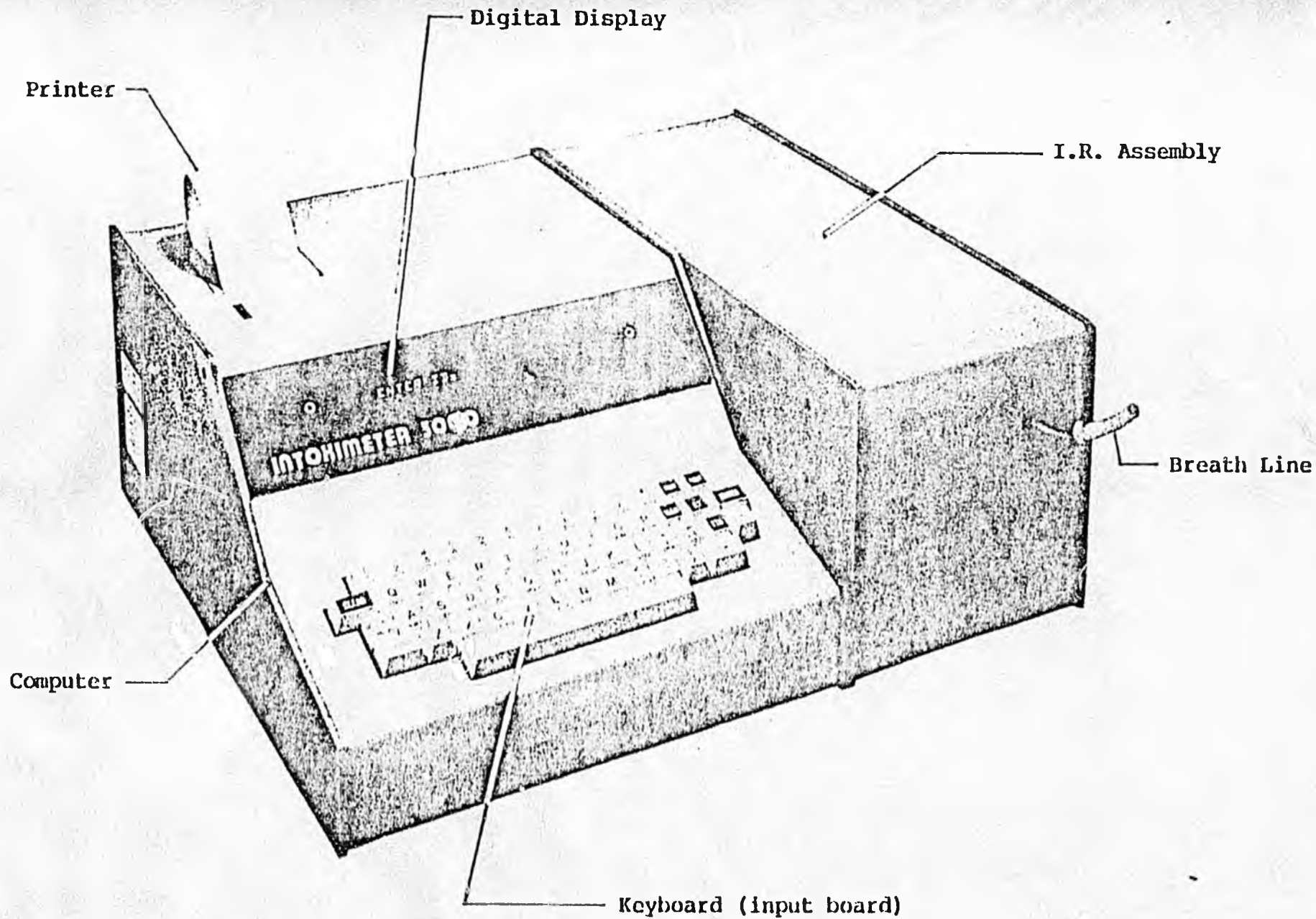
prepared by
Suzanne Fryck
April 1983

presumptive evidence that the person is intoxicated. The chemical analysis must conform to methods approved by DHSS.

When the breath alcohol content (BAC) is between .05 and .10 grams/210 liter, no presumptions shall be made as to the intoxication of the person. When the BAC is below .05, it will be presumed that the person in question is not intoxicated.

The person tested may have someone of their choice administer a chemical test in addition to the one administered at the direction of the police officer.

If a person is under arrest for DWI, and the arrest was the result of an accident, a chemical test may be administered without the consent of the arrested individual. Persons who are unconscious or otherwise unable to refuse to take the test are considered not to have withdrawn their consent-- a chemical test may be administered.



INTRODUCTION

THE INTOXINETER MODEL 3000 HAS COMBINED THE SIMPLICITY AND SPEED OF INFRARED ABSORPTION AND MODERN COMPUTER TECHNOLOGY TO PRODUCE THE MOST ACCURATE, VERSATILE, AND COMPLETE BREATH ALCOHOL TESTING INSTRUMENT AVAILABLE TODAY.

THE PROGRAM IS UNDER FULL COMPUTER CONTROL. THE STANDARD OPTIONS THAT YOUR SUPERVISOR CAN SELECT TO INDIVIDUALIZE YOUR PARTICULAR REQUIREMENTS ARE LISTED BELOW. ONCE THESE SELECTIONS ARE MADE, THEY BECOME A PERMANENT PART OF YOUR PROGRAM.

THE PRINTER MAY BE PROGRAMMED TO DELIVER FROM 1-9 COPIES OF THE TEST RESULT WHEN THE PRINT KEY IS PRESSED.

THE PRINTER AND DIGITAL DISPLAY MAY BE PROGRAMMED TO DISPLAY THE RESULTS IN EITHER TWO OR THREE DIGIT ACCURACY.

THE TEST SEQUENCE IS PROGRAMMED TO RUN A NALCO ALCOHOL STANDARD BEFORE EACH SERIES OF SUBJECT TESTS. THE EXTERNAL STANDARD MAY BE PROGRAMMED FOR THE EXACT VALUE OF THE NALCO STANDARD.

THE PROGRAM MAY BE REQUESTED TO ASK THE OPERATOR UP TO 10 ADDITIONAL QUESTIONS WHICH THE AGENCY CAN DESIGNATE. BOTH THE QUESTIONS AND RESPONSES CAN EACH BE 20 CHARACTERS IN LENGTH.

THE PRINT-OUT CAN BE PRE-PROGRAMMED TO AUTOMATICALLY TYPE IN THE AGENCY OR DEPARTMENT NAME.

A RETAINED SAMPLE OPTION MAY BE SELECTED WHICH WILL AUTOMATICALLY ASK THE OPERATOR IF THE SUBJECT'S BREATH SAMPLE IS TO PRESERVED. IF SO, THE INSTRUMENT WILL INSTRUCT THE OPERATOR AS IN HOW TO CONNECT AND DISCONNECT THE RETAINED SAMPLE.

A BATTERY BACK-UP PREVENTS THE LOSS OF A PROGRAM AND ANY TEST STORED IN MEMORY FOR UP TO TWO HOURS IN THE EVENT OF A POWER FAILURE.

A TYPICAL PRINT-OUT IS SHOWN ON THE FOLLOWING PAGES, INCLUDING A DESCRIPTION OF THE TEST. IN ADDITION TO RUNNING THE STD (STANDARD), BLK (BLANK TEST), SUBJ (SUBJECT TEST), AND SECOND STANDARD, THE IR 3000 AUTOMATICALLY PURGES AND RUNS A BLANK BEFORE AND AFTER EACH ONE OF THE TESTS SHOWN ON THE PRINT-OUT.

PRINTOUT RECORD - EXPLANATION OF TERMS

TEST RECORD

INTOX S/N 1000
NOME P.D.
SUN JAN 01, 1982

OPER NAME
JOE SMITH

I.D. NO. = AK3123

SUBJ NAME =
GERALD MICHAELS

O.L. NO. =
CA 1234567

DEPT./AGENCY =
STATE TROOPERS

EXT STD S/N = 1234

EXT STD TARGET VALUE
.12

TEST VALUE TIME

EXTSTD .12 01:45
BLK .00 01.45

SUBJ .15 01.46

BLK .00 01.47
EXTSTD .12 01.47

INSTRUMENT SERIAL NUMBER
HEADING
DATE

OPERATOR'S NAME

OPERATOR'S I.D. NUMBER

SUBJECTS' NAME

OPERATOR'S LICENSE NUMBER

DEPARTMENT OR AGENCY

EXTERNAL NALCO TANK SERIAL NUMBER

VALUE OF NALCO STANDARD

CALIBRATION CHECK
ASSURES INSTRUMENT IS CLEAN

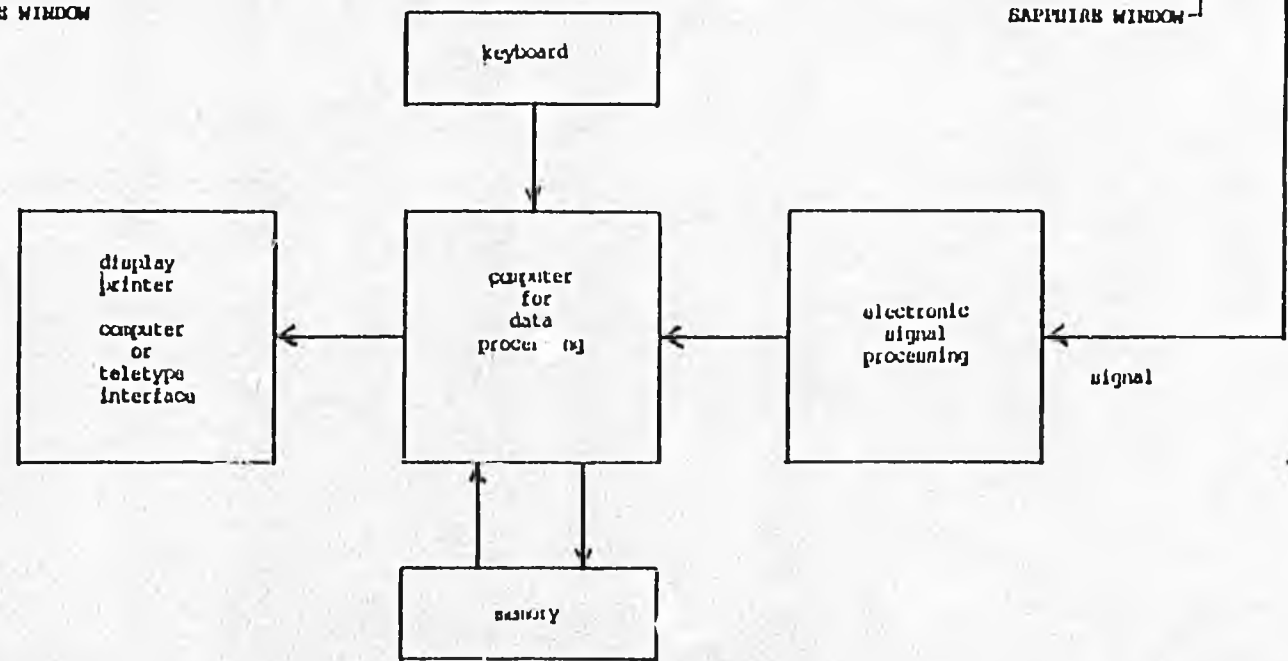
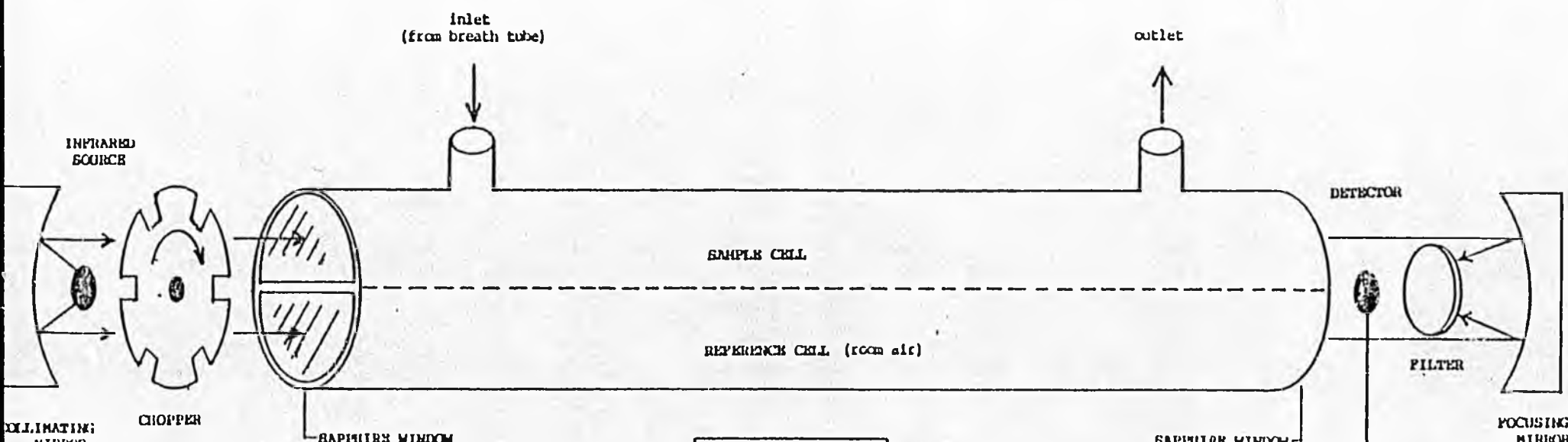
SUBJECT TEST RESULTS

FINAL BLANK AND STANDARD

RUNNING A SUBJECT:

1. TURN ON THE MAIN VALVE ON THE NALCO ALCOHOL STANDARD TANK.
CHECK THAT:
 - A. THE HIGH PRESSURE GUAGE READS GREATER THAN 300 PSI.
 - B. THE LOW PRESSURE GUAGE READS BETWEEN 10 AND 20 PSI.
2. CONNECT A CLEAN MOUTH PIECE TO THE BREATH LINE.
3. PRESS THE START KEY.
4. DISPLAY WILL REQUEST OPER NAME =.
THE OPERATOR SHOULD ENTER HIS NAME IN THE ORDER OF LAST, FIRST,
USING A MAXIMUM OF 20 CHARACTERS.
5. DISPLAY WILL REQUEST I.D. NO. =.
ENTER THE OPERATOR'S I.D. NO.
6. DISPLAY WILL REQUEST SUBJ NAME =.
ENTER THE SUBJECT'S NAME IN THE ORDER OF LAST NAME, FIRST NAME,
MIDDLE NAME OR INITIAL, USING A MAXIMUM OF 20 CHARACTERS.
7. DISPLAY WILL REQUEST O.L. NO. =.
ENTER THE OPERATOR'S LICENSE NUMBER.
8. DISPLAY WILL REQUEST DEPT./AGENCY =.
ENTER THE DEPARTMENT OR AGENCY CONDUCTING THE TEST.
9. DISPLAY WILL REQUEST EXT STD S/N =.
ENTER THE NALCO SERIAL NUMBER MARKED ON THE NALCO TANK.
10. DISPLAY WILL REQUEST EXT STD TARGET VALUE =.
ENTER THE ALCOHOL VALUE LISTED ON THE NALCO TANK.
11. THE INSTRUMENT WILL NOW AUTOMATICALLY RUN A PURGE AND BLANK SEQUENCE.
"XST" WILL FLASH WHILE THE INTOXIMETER 3000 IS RUNNING THE NALCO
STANDARD. AFTER THE STANDARD HAS BEEN RUN, THE DISPLAY WILL FLASH
"BLK", INDICATING THAT A BLANK TEST IS BEING CONDUCTED. WHEN THE
BLANK TEST IS COMPLETE, THE DISPLAY WILL BE READ BLOW UNTIL STAR
WITH "SUB" FLASHING. THE SUBJECT SHOULD BLOW INTO THE BREATH LINE.
IF THE SUBJECT IS BLOWING HARD ENOUGH A DASH (-) WILL APPEAR ON THE
LEFT SIDE OF THE DISPLAY AND THE HARDER THE SUBJECT BLOWS THE MORE
DASHES (- - -) WILL APPEAR.
12. THE SUBJECT SHOULD CONTINUE TO BLOW INTO THE INSTRUMENT UNTIL THE
OPERATOR OBSERVES A FLASHING STAR "*" IN THE RIGHT-HAND CORNER OF
THE DISPLAY. THE STAR "*" INDICATES THAT A PROPER SAMPLE HAS BEEN
TAKEN. THE TEST RESULTS WILL BE DISPLAYED IN A FEW SECONDS.* THE
INTOXIMETER 3000 WILL AUTOMATICALLY PURGE, RUN A BLANK, AND THEN RUN
A SECOND NALCO STANDARD. THE RESULTS WILL THEN BE PRINTED OUT.

* If the subject's breath sample to be preserved - follow the procedure
on the opposite page.



OPERATING PRINCIPLES:

The Intoximeter Model 3000 breath analyzer employs the well-established principles of nondispersive infrared (NDIR) molecular absorption. Each compound in the breath absorbs infrared energy in a combination of absorption bands at frequencies unique to the compound. The position of these absorption bands do not change. However, the strength of a given absorption band will vary in direct relation to the change in the number of molecules within a fixed path.

The analyzer use a narrow band pass interference filter to isolate an absorption band at 3.39 microns; which is one of the strong absorption bands for alcohol. A heated element sends infrared energy through a two-chambered gas sample cell of fixed path length. With no absorbing gas in the sample half of the cell, the energy of the sample beam is ratioed against the energy passing through the reference half of the cell. The ratio is used to set and establishes the zero set point. The presence of alcohol in the sample cell will absorb some of the sample beam energy. The amount of energy attenuated is proportional to the number of alcohol molecules in the sample cell.

THE INFRARED SOURCE:

The source is a nichrome helix around a ceramic core. This assembly is then resistance-heated to 800 degrees C. A single source is used to simplify the optics and electronics and to insure stability. It is used so that any change in source character will have no net effect on the system. Extensive source check-out and burn-in yields high reliability in operation.

THE CHOPPER:

The source energy is modulated at 180 Hz and 300 Hz in the sample and reference beams by a slotted chopper wheel.

THE SAMPLE CELL:

The Sample Cell is a unique two-chamber design. The upper portion is a sample chamber and is ported close to each end to allow rapid sample transfer. The lower portion is the reference chamber.

The energy transmitted through the sample chamber is compared to the energy transmitted through the reference chamber. This establishes the zero and

automatically corrects for any changes in the cell sensitivity. No reflective optics or surfaces are used inside the sample cell. Consequently, particulates or other coatings will not affect the cell sensitivity.

Polished sapphire flats are used as cell-end windows. Diamond is the only other IR window material which is harder or more chemically inert than sapphire.

The unique two-chamber design minimizes optics and does not require critical alignment, which permits rapid cell interchange.

The sample cell is heated to prevent water condensation. The temperature is typically set to 45 degrees C.

THE INTERFERENCE FILTER:

A specially selected narrow band pass interference filter transmits infrared energy where the sample gas absorbs, while blocking all energy where interfering gases absorb. The filter is mounted on the detector for maximum stability.

The transmission characteristics of the filter do not change with time, ensuring long-term stability. Careful filter selection provides a readout free from interferences.

THE DETECTOR:

A solid-state photoconductive detector was chosen for its sensitivity and fast response. The detector is extremely rugged, and is insensitive to mechanical shock and vibration.

WHAT IF:

1. THE DISPLAY IS BLANK: PRESS THE CLEAR KEY AND HOLD DOWN FOR AT LEAST 2 SECONDS AND RELEASE. IF THE CIRCULATING MESSAGE DOES NOT APPEAR, NOTIFY THE ALCOHOL SUPERVISOR.
2. THE SUBJECT NAME IS MISPELLED: IF THE DATA IS STILL IN THE DISPLAY, THE DEL KEY MAY BE PRESSED THE CORRECT NUMBER OF TIMES TO ELIMINATE THE ERROR AND THEN RE-TYPED. IF THE ENTER KEY HAS BEEN PRESSED BEFORE THE MISTAKE IS NOTICED, THE CLEAR KEY MUST BE PRESSED AND THE TEST SEQUENCE RESTARTED.
3. MORE THAN 20 CHARACTERS ARE ENTERED FOR THE SUBJECT'S OR OPERATOR'S NAME: THE 20th CHARACTER WILL BE THE LAST CHARACTER RECORDED. FOR THIS REASON, IT IS RECOMMENDED TO ENTER THE LAST NAME FIRST AND TO NOT INCLUDE PERIODS(.) AFTER INITIALS.
4. AN ALCOHOL SIMULATOR IS LEFT CONNECTED TO THE BREATH INLET LINE: THE IR WILL CONTINUE TO ALTERNATE BETWEEN THE PURGE "PRG" AND THE BLANK "BLK" CYCLES.
5. DISPLAY SHOWS "STD .089 LO ABORT": STANDARD RESULTS ARE OUTSIDE THE NORMAL $\pm .009$ gm% LIMITS. CHECK THAT THE NALCO TANK IS TURNED ON. RUN A STD ONLY - CHECK THAT THE RESULTS ARE WITHIN .009 OF THE VALUE MARKED ON THE TANK. IF A HIGH OR LOW ABORT IS STILL PRESENT, THE STANDARD VALUE HAS BEEN ENTERED INCORRECTLY.
6. DISPLAY SHOWS "STD .111 HI ABORT": STANDARD RESULTS ARE HIGH.
7. PRINTED RESULTS SHOW: SUBJ NAME =, SUBJ NAME =: THE ENTER KEY WAS PRESSED WHEN THE "SUBJ NAME =" REQUEST WAS IN THE DISPLAY. REMEMBER, WHEN THE ENTER KEY IS PRESSED, THE CONTENTS IN THE DISPLAY WILL BE ENTERED AS DATA.
8. DISPLAY AND PRINT-OUT SHOW AN ACETONE PRINT-OUT: VERIFY THAT THE SUBJECT DID NOT SMOKE 15 MINUTES PRIOR TO TESTING.
9. DISPLAY SHOWS ENTER I.D. =: A SUPERVISOR MUST BE CALLED TO PROGRAM THE INSTRUMENT.
10. DISPLAY SHOWS "LOW TEMP": THE INSTRUMENT IS NOT WARMED UP. WAIT UNTIL THE "LOW TEMP" MESSAGE GOES OFF. PRESS CLEAR KEY.
11. TIME AND DATE MESSAGE IN DISPLAY DOES NOT MOVE: PRESS THE CLEAR KEY FOR 2 SECONDS. IF THIS DOES NOT CORRECT THE DISPLAY, NOTIFY YOUR SUPERVISOR.

ACETONE

The IR3000 has a second alcohol-acetone sensor of the semi-conductor type. The semi-conductor (SC) detector is about 3 to 5 times as sensitive for acetone as the IR detector. The computer uses this characteristic to compute the amount of acetone present and correct the IR reading. The sensitivity of the semi-conductor detector is automatically adjusted by comparing the IR and SC detector outputs. This calibration factor is averaged over the last 4 analysis and stored in memory.

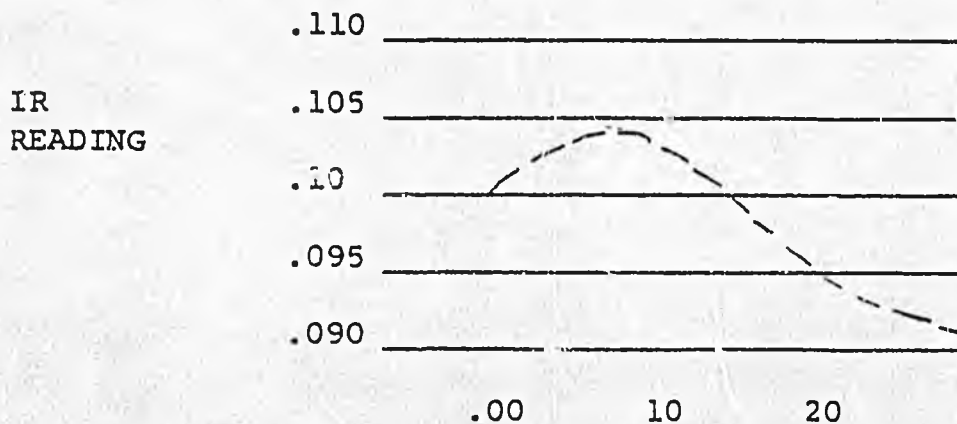
When the IR3000 is first programmed or after being in the factory mode, about 6 alcohol samples in the range of .08 to .25 gm% must be analyzed to calibrate the SC detector for acetone. Also 6 alcohol samples must be analyzed after each test where acetone is present.

Acetone standards can be prepared using the same formula as used for alcohol standards, ie 7.7 ML made up to 100 ML with distilled water. One ML of this stock solution made up to 500 CC will make a 10 MG% BAL acetone standard.

If checking the IR3000, a .10 gm% BAL alcohol standard with up to 2 ML (20 mg%) acetone stock can be used. At acetone levels of 30 mg% and higher, there is almost no chances of having alcohol present.

A more realistic test for these levels would be to prepare straight acetone standards. Acetone levels up to 60 mg% have been reported in the literature for diabetics.

The figure below shows a typical correction curve for acetone. Notice that the alcohol reading will increase slightly at low levels of acetone and then drop slightly at the higher levels of acetone.



mg% acetone in .10 gm% alcohol

SB 61, An act relating to drunk driving

April 5, 1983

This section contains the backup information on SB 61 which includes:

1. SB 61
2. a fiscal note from Commerce and Economic Development
3. a fiscal note from the Division of Corrections
4. a fiscal note from Public Safety
5. a fiscal note from the Department of Law
6. a sectional analysis
7. a comparison between SB 61 and current law

CSHB 17 (Jud) am, An act raising the drinking age...

April 5, 1983

This section contains the backup information on this bill including:

1. a copy of the bill
2. a fiscal note from the Department of Revenue
3. a fiscal note from DHSS
4. a position paper from the Department of Health and Social Services
5. a sectional analysis

SB 226, An act relating to training and licensing of drivers...

April 5, 1983

This section contains the backup information for SB 226 which includes:

1. a copy of the bill
2. a memo explaining the bill
3. a fiscal note from

Introduced: 3/31/83
Referred: State Affairs, Judiciary
and Finance

HER

1 IN THE SENATE

BY V.FISCHER

2

SENATE BILL NO. 226

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - FIRST SESSION

5

A BILL

6

For an Act entitled: "An Act relating to the training and licensing of
7 drivers; and providing for an effective date."

7

8

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

9

* Section 1. AS 14.07.020(4) is amended to read:

10

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12

~~(4) prescribe by regulation a minimum course of study for
the public schools that shall include a driver education program in
each high school;~~

13

* Sec. 2. AS 28.05 is amended by adding a new section to read:

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Sec. 28.05.032. DRIVER'S MANUAL. The department shall include
in the driver's manual a substantial section explaining the dangers of
drinking and driving and containing information about recognizing an
intoxicated driver.

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* Sec. 3. AS 28.15.041(a) is amended to read:

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(a) In addition to the classifications required by AS 28.15.055,
the [THE] commissioner shall provide by regulation for the
classification of drivers' licenses. The regulations shall specify
license classifications which are reasonably necessary for the safe
operation of the various types, sizes and combinations of motor
vehicles. The regulations shall also establish medical standards,
standards of driving conduct and proficiency, and other standards
governing the issuance, renewal, or denial of these licenses. The
department may examine each applicant to determine the applicant's
[HIS] qualifications according to the class of license applied for,
and upon issuing a driver's license the department shall indicate on

1 the license the classification for which an applicant for a license
2 has qualified by examination. The regulations and any subsequent
3 modifications under this section become effective only if approved by
4 a concurrent resolution adopted by a majority vote of each house of
5 the legislature.

6 * Sec. 4. AS 28.15.051 is amended by adding a new subsection to read:

7 (f) A permittee under (a), (b) or (c) of this section or a
8 licensee under (e) of this section may not drive between 12 midnight
9 and 5:00 a.m. on any day and between 9:00 p.m. and 12 midnight on
10 Friday and Saturday, except that a permittee under (d) of this section
11 may participate in organized motorcycle races after normal curfew
12 time.

13 * Sec. 5. AS 28.15 is amended by adding a new section to read:

14 Sec. 28.15.055. DRIVER'S LICENSES. (a) A person 16 years of
15 age, or a person 17 years of age ~~who has not successfully completed a~~
16 ~~high school course in driver's education~~ may apply to the department
17 for a stage one provisional driver's license. A person holding a
18 stage one provisional driver's license has all the rights and
19 privileges of a person with an unrestricted and unlimited driver's
20 license except that the holder of the stage one provisional license
21 may not drive between the hours of 12 midnight and 5:00 a.m. unless

22 (1) accompanied by a parent, guardian or spouse who is 18
23 years of age or older and has held a valid driver's license for at
24 least one year; or

25 (2) traveling to or from work, or in the course of employ-
26 ment, and in possession of a signed affidavit from the employer.

27 (b) A person 17 years of age may apply to the department for a
28 stage two provisional driver's license if the person has

29 (1) ~~successfully completed a high school course in driver's~~

1 ~~education, and~~

2 (2) not been convicted of refusal to submit to a chemical
3 test of breath, driving while intoxicated or any other moving viola-
4 tion, or a violation of AS 28.15.051(f) or (a) of this section within
5 six months immediately preceding the date of application.

6 (c) A person 18 years of age or older may apply for an
7 unrestricted and unlimited driver's license and the department shall
8 issue the license to the person if the person is qualified.

9 (d) The requirements of this section are in addition to and not
10 in lieu of any other requirements of law for the licensing of drivers.

11 * Sec. 6. AS 28.15.081(a) is amended to read:

12 (a) The department shall examine every applicant for a
13 driver's license. The examination shall include (1) a test of the
14 applicant's eyesight, (2) a test of the applicant's [HIS] ability to
15 read and understand official traffic control devices, (3) the
16 applicant's [HIS] knowledge of safe driving practices, (4) the
17 applicant's knowledge of the effects of alcohol and drugs on drivers
18 and the dangers of driving under the influence of alcohol or drugs,
19 (5) the applicant's knowledge of the laws relating to driving while
20 intoxicated and the traffic laws and regulations of this state. The
21 examination [, AND] may include a demonstration of ability to exercise
22 ordinary and reasonable control in the driving of a motor vehicle of
23 the type and general class of vehicles for which the appl'cant seeks a
24 license. However, an applicant who has not been previously issued a
25 driver's license by his or another jurisdiction must demonstrate
26 [HIS] ability, and must present medical information that [WHICH] the
27 department reasonably requires to determine [HIS] fitness to safely
28 drive a motor vehicle of the type and general class of vehicles for
29 which the applicant [HE] seeks a license.

1 * Sec. 7. AS 28.15.111(a) is amended to read:

2 (a) Upon successful completion of the application and all
3 required examinations, and upon payment of the required fee, the
4 department shall issue to every qualified applicant a driver's license
5 indicating the stage of the license, if it is a provisional license,
6 and the type or general class of vehicles which the licensee may
7 drive. The license shall display

8 (1) a distinguishing number assigned to the license;

9 (2) the licensee's full name, address, date of birth, brief
10 physical description, and color photograph; and

11 (3) either a facsimile of the signature of the licensee or
12 a space upon which the licensee must write the licensee's [HIS] usual
13 signature with pen and ink. No license is valid until signed by the
14 licensee. If facilities are not available for the taking of the photo-
15 graph required under this section, the department shall endorse on the
16 license, the words "valid without photograph."

17 * Sec. 8. AS 28.15 is amended by adding a new section to read:

18 Sec. 28.15.213. REVOCATION OF PROVISIONAL LICENSES. (a) A
19 stage one provisional license shall be revoked if the holder of the
20 license is convicted of

21 (1) driving while intoxicated;

22 (2) any two other moving violations;

23 (3) refusal to submit to a chemical test of breath; or

24 (4) driving in violation of curfew restrictions.

25 (b) A stage two provisional license shall be revoked if the
26 holder of the license is convicted of

27 (1) driving while intoxicated or any other moving viola-
28 tion;

29 (2) refusal to submit to a chemical test of breath; or

1 (3) driving in violation of curfew restrictions.

2 (c) A person whose license is revoked under (a) of this section
3 may apply for and may be issued an instruction permit under AS 28.15.-
4 051 if the person is otherwise eligible for that permit. Unless
5 otherwise prohibited by law, the holder of the revoked stage one
6 provisional license may apply for a new stage one provisional license
7 three months after the issuance of the instruction permit.

8 (d) A person whose license is revoked under (b) of this section
9 may apply for and may be issued a stage one provisional license if the
10 person is otherwise eligible for that license. Unless otherwise
11 prohibited by law, the holder of the revoked stage two provisional
12 license may apply for a new stage two provisional license three months
13 after the issuance of the stage one provisional license.

14 (e) If the driver's license of a stage one or stage two
15 provisional licensee is revoked or suspended by the department or a
16 court under another provision of law for a conviction of an offense
17 that would be grounds for revocation of the license under this
18 section, the revocation requirement of this section is considered
19 satisfied.

20 * Sec. 9. A person under 18 years of age who was licensed to drive
21 before January 1, 1984 must obtain a stage one or stage two provisional
22 license, as appropriate, no later than April 1, 1984. A license issued to
23 a person under 18 years of age before January 1, 1984 expires on April 1,
24 1984 if not renewed before that date. A permittee issued a permit before
25 January 1, 1984 may apply for a stage one provisional license when
26 qualified.

27 * Sec. 10. This Act takes effect January 1, 1984.

STATE OF ALASKA
FISCAL NOTE

Revision Date , 1983

REQUEST

Bill/Resolution No.: SB - 226
 Title: ...Training...of drivers
 Sponsor: Sen. Fischer
 Requestor: Senate State Affairs

II. FISCAL DETAIL

Agency Affected: Education
 Program Category Affected: Elem. & Secondary
 BRU, Program of Subprogram(s) Affected: State Contract Programs

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
OPERATING						
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC		1,250.9	1,325.9	1,405.5	1,489.8	1,579.2
TOTAL OPERATING		1,250.9	1,325.9	1,405.5	1,489.8	1,579.2
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		1,250.9	1,325.9	1,405.5	1,489.8	1,579.2
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL-TIME		0				
PART-TIME		0				
TEMPORARY		0				

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

Not provided by sponsor.

IV. ANALYSIS: Attach a separate page for any Analysis

Prepared By: Steve Hole Phone: 465-2865
 Division: Management, Law, & Finance Date:
 Approved by Commissioner: *Marshall L. Lind* Date: 4-8-83
 Department: Education

Distribution:

- Original to Legislative Finance
- Copy to Office of Management and Budget (for Legislature introduced bills)
- Copy to Department (for Governor introduced bills)
- Copy to Sponsor
- Copy to Requestor (if different from Sponsor)

I. REQUEST

Bill/Resolution No.: SB 226
 Title: Training & licensing of drivers
 Sponsor: Senator V. Fischer
 Requestor: Senate State Affairs

II. FISCAL DETAIL

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

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
OPERATING						
100 PERSONAL SERVICES	0	71.3	103.1	109.3	115.9	122.9
200 TRAVEL	0	1.0	2.0	2.1	2.2	2.3
300 CONTRACTUAL	0	39.4	22.4	25.3	28.1	29.8
400 COMMODITIES	0	.3	.3	.3	.4	.4
500 EQUIPMENT	0	5.1	0	0	0	0
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC						
TOTAL OPERATING	0	117.1	127.8	137.0	146.6	155.4
CAPITAL						
REVENUE	0	59.8	49.5	49.5	49.5	49.5

FUNDING: (Thousands of Dollars)

GENERAL FUND		117.1	127.8	137.0	146.6	155.4
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL-TIME	0	3	3	3	3	3
PART-TIME						
TEMPORARY		3				

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

Not identified by sponsor.

IV. ANALYSIS: Attach a separate page for any Analysis (2 pages attached)

Prepared By: Bill Brown Phone: 465-4335
 Division: Motor Vehicles Date: 4-6-83
 Approved by Commissioner: [Signature] Date: 4-6-83
 Department: Public Safety

Distribution:

Original to Legislative Finance
 Copy to Office of Management and Budget (for Legislature introduced bills)
 Copy to Department (for Governor introduced bills)
 Copy to Sponsor
 Copy to Requestor (if different from Sponsor)

Fiscal note based on following:

1982 statistics: 2,622 16 year old licensed drivers
 4,461 17 year old licensed drivers
 5,932 18 year old licensed drivers

1980 statistics: 1,115 16 year old drivers received 1,596 citations
 2,894 17 year old drivers had total of 4,333 citations

Therefore, approximately 7,000 16 and 17 year olds must obtain new provisional license by April 1, 1984.

500 16 year olds will have provisional license revoked and apply for Instruction Permit.

500 Reissuance of provisional license after three months.

1,000 17 year olds will have provisional license revoked and apply for Stage One license.

800 17 year olds will have Stage Two license reissued.

4,500 17 year olds with provisional license will obtain regular license at age 18 years, annually.

2,600 16 year olds will change from Stage One to Stage Two provisional license each year.

Detail: FY 84

100 Personal Services

1 - Document Processing Clerk II, 1/2 year 13.3

1 - Motor Vehicle Rep. II, 1/2 year 14.1

1 - Driver Improvement Specialist, 1/2 year 21.3

3 - Motor Vehicle Rep II (Nonpermanent - 4 months) 22.6

TOTAL 71.3

200 Travel

Hearing Officers travel to various cities to conduct revocation hearings. 1.0 1.0

300 Contractual

310 - postage (All revocation notices and insurance cancellation notices must be sent via certified, return receipt mail at \$1.55 each) 2.4

320 - advertising/publicity 10.0

360 - equipment rental (2 AJIS terminals) 16.0

380 - professional services (contract at \$.75 per drivers license issued) 9.0

382a - DP Chargeback (programming and maintenance)	<u>2.0</u>	
	Total	39.4

400 Commodities

480 - Normal office supplies	.3	.3
------------------------------	----	----

500 Equipment

3 typewriters	3.7	
2 file cabinets	.5	
1 desk	.4	
3 chairs	<u>.5</u>	

Total	<u>5.1</u>
-------	------------

TOTAL 117.1

REVENUE

Revenue figure is based on assumption each different stage or class of license will require a \$5.00 fee per schedule outlined in AS 28.15.271. 11,950 licenses in FY84 = \$59.8. 9,900 licenses in FY85 = \$49.5.

GENERAL COMMENTS:

- A. AS 28.15.055(b) mentions Stage Two Provisional License if person has driver ed, and no citations within six months. If person has citation within six months is he then disqualified for license? Individual would not be eligible under proposed AS 28.15.055(a), as only 17 year olds without driver ed are mentioned. As written a 17 year old who has never been licensed before, and who has one moving violation, is not eligible for a provisional license if he has had driver ed, however, is eligible if he has not had driver ed.
- B. Question arises on AS 28.15.055(c) where it states "if the person is qualified". If an individual had a stage one provisional license revoked, and did not obtain an instruction permit as required by AS 28.15.213(c), would that person be qualified? Same with stage two and AS 28.15.213(d) - would that person be required to obtain a stage one first? Or once a person becomes 18 years of age, are all revocations of provisional licenses under AS 28.15.213 invalid?
- C. Question also arises on AS 28.15.055(a) where it indicates a holder of a provisional license has all the rights and privileges of a person with an "unrestricted" license, except hours. Does this possibly void any restriction we may impose for medical or other reasons? If AS 28.15.055(d) is the escape clause, it seems contradictory.

1.	POSITION TITLE Motor Vehicle Rep. II				RANGE/STEP 9B	BARG. UNIT GG	FORM 12 PAGE/LINE	GOV.	APPROV.	DISAPP.					
2.	TYPE OF POSITION PFT	STAFF MONTHS 12	RP NUMBER	PCN NUMBER	BRU PRIORITY	LOCATION Anchorage	ELECTION DISTRICT 7-15	LEG.							
3.	CONTINUATION LEVEL				JUSTIFICATION										
4.	TYPE OF EXPENDITURE														
	1	2	3												
	PERSONAL SERVICES														
5.	Salary	20,400			<p>This position will work in the field office and be responsible to issue driver's licenses. It is estimated this bill will generate issuance of 9,900 additional licenses each year, plus an additional 7,000 required by Section 9 of the bill, for a total of 16,900 the first year. Approximately 50% of these will be in Anchorage.</p> <p>Requested equipment breakdown is as follows: Typewriter - \$1,245 Chair - 163 Total \$1,408</p> <p>Prepared showing full year costs. Only 1/2 year reflected on fiscal note for FY84.</p>										
6.	Benefits	3,582													
7.	Supplemental Benefits	1,251													
8.	Fixed Benefits	2,880													
9.	TOTAL PERSONAL SERVICES	01	28,113												
10.	Travel	02													
11.	Contractual	03													
12.	Commodities	04	100												
13.	Equipment	05	1,408												
14.	Other														
15.	TOTAL COST		29,621												
	RECEIPT CODE	FUNDING SOURCE													
16.		Federal Receipts 1002													
17.		G.F. Match 1003													
18.		General Funds 1004		29,621											
19.		I-A Receipts 1005													
20.		Program Receipts 1020													
21.		Other													
FOR B&M USE ONLY															
4A KEY NUMBER _____															

13 REQUEST FOR
NEW POSITION

AGENCY Department of Public Safety
 PROGRAM Life and Property Protection
 BRU Driver/Vehicle Services
 COMPONENT Field Services

FY 84

Page _____ of _____
 Revised Date _____

1.	POSITION TITLE Document Processing Clerk II				RANGE/STEP 8B	BARG. UNIT GG	FORM 12	PAGE/LINE	GOV.	APPROV.	DISAPP.
2.	TYPE OF POSITION PFT	STAFF MONTHS 12	RP NUMBER	PCN NUMBER	BRU PRIORITY	LOCATION Juneau	ELECTION DISTRICT 4		LEG.		
3.	CONTINUATION LEVEL				JUSTIFICATION						
4.	TYPE OF EXPENDITURE			AMOUNT							
	1		2		3						
	PERSONAL SERVICES										
5.	Sal			19,176							
6.	Benc.			3,367							
7.	Supplemental Benefits			1,175							
8.	Fixed Benefits			2,880							
9.	TOTAL PERSONAL SERVICES		01	26,598							
10.	Travel			02							
11.	Contractual			03							
12.	Commodities			04	100						
13.	Equipment			05	1,724						
14.	Other										
15.	TOTAL COST			28,422							
	RECEIPT CODE	FUNDING SOURCE									
16.		Federal Receipts 1002									
17.		G.F. Match 1003									
18.		General Funds 1004		28,422							
19.		I-A Receipts 1005									
20.		Program Receipts 1028									
21.		Other									

Will handle processing of paperwork related to revocations required by proposed AS 28.15.213. Will prepare and send out notices; handle certified copies for court and prosecutors; and maintain necessary files. Will also proof of insurance filings required by AS 28.20.240 after each revocation for a period of three years. It is estimated this bill will generate an additional 1,500 administrative revocations annually, which after three years will require proof of insurance be maintained on 4,500 individuals. Each time insurance is cancelled the individual must be sent a letter, or if not renewed, their license withdrawn.

Equipment breakdown is as follows:
 Typewriter - \$1,245
 File Cabinet - 291
 Chair - 188
 Total \$1,724

Prepared showing full year costs, Only 1/2 year reflected on fiscal note for FY84.

FOR B&M USE ONLY
 4A KEY NUMBER _____

13 REQUEST FOR
 NEW POSITION

AGENCY Department of Public Safety
 PROGRAM Life and Property Protection
 BRU Driver/Vehicle Services
 COMPONENT Driver Services

FY 84

Page _____ of _____
 Revised Date _____