

Regulatory Analysis Form

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RECEIVED - 4/11/12/04
 REVIEWED - 4/11/12/04

(1) Agency

The Pennsylvania State Police

(2) I.D. Number (Governor's Office Use)

17-65

IRRC Number: 2386

(3) Short Title

The Use of Unmarked Cars

(4) PA Code Cite

TITLE 37. LAW
 PART I. STATE POLICE
 CHAPTER 42. USE OF
 UNMARKED CARS

(5) Agency Contacts & Telephone Numbers

Primary Contact: Syndi L. Guido, Policy Director
 717-772-0905

Secondary Contact: Lt. Thomas McDaniel
 717-783-5521

(6) Type of Rulemaking (check one)

- Proposed Rulemaking
 Final Order Adopting Regulation
 Final Order, Proposed Rulemaking Omitted

(7) Is a 120-Day Emergency Certification Attached?

- No
 Yes: By the Attorney General
 Yes: By the Governor

(8) Briefly explain the regulation in clear and nontechnical language.

The regulation requires officers using unmarked cars to carry identification and display it upon request unless it would jeopardize his or her safety. Officers using unmarked cars for patrol duties must be in uniform; officers using unmarked cars for duties that are likely to involve vehicle stops must wear clothing bearing the name of a specific law enforcement agency or task force. When making a stop in an unmarked car, the officer must choose the safest location possible. In a vehicle pursuit, officers in an unmarked car should relinquish primary pursuit as soon as a marked unit can take over. Unmarked police cars must have audible and visual signals that comply with regulations of the Department of Transportation.

(9) State the statutory authority for the regulation and any relevant state or federal court decisions.

Act 75 of 2001, 75 Pa.C.S. § 3328(a) requires the State Police to promulgate regulations, in consultation with the Department of Transportation, for police officers' use of unmarked cars.

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(10) Is the regulation mandated by any federal or state law or court order, or federal regulation? If yes, cite the specific law, case or regulation, and any deadlines for action.

Act 75 of 2001, 75 Pa.C.S. § 3328(a), requires the State Police to promulgate regulations, in consultation with the Department of Transportation, for police officers' use of unmarked cars.

(11) Explain the compelling public interest that justifies the regulation. What is the problem it addresses?

The use of unmarked cars are an important tool in apprehending law violators who would otherwise escape detection and apprehension. For example, there are drivers who use citizens band radios to communicate the location of police vehicles; vehicles that are equipped with devices to detect radar and other speed-measuring equipment; chronic offenders who repeatedly operate vehicles during periods of suspension, revocation, or under the influence of alcohol or drugs; aggressive drivers who follow too closely, drive recklessly by passing vehicles abruptly without turn signals, exceed speed limits, and fail to yield the right of way. Unmarked vehicles augment the belief of police omnipresence by creating the perception that any vehicle may be operated by a police officer. Unmarked vehicles are also needed for inconspicuous transport, criminal investigations, surveillance, and command transportation. Thus, using unmarked cars is a necessary component of the overall law enforcement effort. However, there is an increasing awareness of public safety concerns that arise from the methodology employed by criminals who impersonate police officers in order to approach an intended victim. These regulations are intended to address this problem.

(12) State the public health, safety, environmental or general welfare risks associated with nonregulation.

Public safety would be enhanced through the standardization of police practices relating to the use of unmarked police vehicles. The regulation addresses public concerns regarding police impersonators.

(13) Describe who will benefit from the regulation. (Quantify the benefits as completely as possible and approximate the number of people who will benefit.)

The motoring public

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(14) Describe who will be adversely affected by the regulation. (Quantify the adverse effects as completely as possible and approximate the number of people who will be adversely affected.)

Unmarked police vehicles are already commonly employed by police departments. The regulation only standardizes the practices governing their use.

(15) List the persons, groups or entities that will be required to comply with the regulation. (Approximate the number of people who will be required to comply.)

All Commonwealth of Pennsylvania police departments who use unmarked police vehicles.

(16) Describe the communications with and input from the public in the development and drafting of the regulation. List the persons and/or groups who were involved, if applicable.

The Pennsylvania State Police, Bureau of Patrol has worked with personnel from the Pennsylvania State Police's Policy Office, Legislative Affairs Office, the Bureau of Research and Development, Bureau of Training and Education, Office of Chief Counsel, Troops A, B, C, D, E, F, G, H, J, K, L, M, N, P, T, the Municipal Police Officers' Education and Training Commission, PENNDOT, the Pennsylvania Capitol Police, the Fish and Boat Commission, the Game Commission, the Pennsylvania Chiefs of Police, the Pennsylvania District Attorneys Association, the Pennsylvania Fraternal Order of Police, the Pennsylvania State Troopers Association, Philadelphia Police Department, Pittsburgh Police Department, Lancaster City Police Department, Harrisburg Police Department, Whitehall Borough Police Department, Buckingham Township Police Department, Mahoning Township Police Department, Cheltenham Township Emergency Management as well as many other municipal police departments, along with private industry subject matter experts in the drafting of these regulations. The Pennsylvania State Police, Bureau of Patrol has hosted three policy meetings in the eastern, central and western regions of the Commonwealth on this matter. Numerous drafts have been e-mailed to hundred of police departments in the Commonwealth.

(17) Provide a specific estimate of the costs and/or savings to the regulated community associated with compliance, including any legal, accounting or consulting procedures which may be required.

N/A

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(18) Provide a specific estimate of the costs and/or savings to local governments associated with compliance, including any legal, accounting or consulting procedures which may be required.

The potential cost savings is difficult to quantify, however it is anticipated that the regulation would result in a reduction of police impersonator cases.

(19) Provide a specific estimate of the costs and/or savings to state government associated with the implementation of the regulation, including any legal, accounting, or consulting procedures which may be required.

Same as question #18; The potential cost savings is difficult to quantify, however it is anticipated that the regulation would result in a reduction of police impersonator cases.

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(20) In the table below, provide an estimate of the fiscal savings and costs associated with implementation and compliance for the regulated community, local government, and state government for the current year and five subsequent years.

	Current FY Year	FY +1 Year	FY +2 Year	FY +3 Year	FY +4 Year	FY +5 Year
SAVINGS:	\$	\$	\$	\$	\$	\$
Regulated Community						
Local Government						
State Government						
Total Savings						
COSTS:						
Regulated Community						
Local Government						
State Government						
Total Costs						
REVENUE LOSSES:						
Regulated Community						
Local Government						
State Government						
Total Revenue Losses						

(20a) Explain how the cost estimates listed above were derived.

As stated in questions #18 and #19, the savings to local and state government would be contingent upon the reduction of police impersonator cases and the associated investigative/prosecutorial costs of those crimes. There are costs associated with the loss of police confidence and business revenue from a community in fear of police impersonators. This reduction in the fear of victimization is a likely outcome associated with the reduction of this type of crime.

Regulatory Analysis Form

(20b) Provide the past three year expenditure history for programs affected by the regulation.

N/A

Program	FY -3	FY -2	FY -1	Current FY

(21) Using the cost-benefit information provided above, explain how the benefits of the regulation outweigh the adverse effects and costs.

N/A

(22) Describe the nonregulatory alternatives considered and the costs associated with those alternatives. Provide the reasons for their dismissal.

These regulations are required by statute.

(23) Describe alternative regulatory schemes considered and the costs associated with those schemes. Provide the reasons for their dismissal.

N/A

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(24) Are there any provisions that are more stringent than federal standards? If yes, identify the specific provisions and the compelling Pennsylvania interest that demands stronger regulation.

N/A

(25) How does this regulation compare with those of other states? Will the regulation put Pennsylvania at a competitive disadvantage with other states?

For those states which permit the use of unmarked police cars, this will put us on the leading edge of this process. There is no disadvantage to the Commonwealth.

(26) Will the regulation affect existing or proposed regulations of the promulgating agency or other state agencies? If yes, explain and provide specific citations.

No existing regulation.

(27) Will any public hearings or informational meetings be scheduled? Please provide the dates, times, and locations, if available.

Public informational meetings were held on December 17, 2002, March 18, 2003; and April 22, 2003.

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(28) Will the regulation change existing reporting, record keeping, or other paperwork requirements? Describe the changes and attach copies of forms or reports which will be required as a result of implementation, if available.

No.

(29) Please list any special provisions which have been developed to meet the particular needs of affected groups or persons including, but not limited to, minorities, elderly, small businesses, and farmers.

N/A

(30) What is the anticipated effective date of the regulation; the date by which compliance with the regulation will be required; and the date by which any required permits, licenses or other approvals must be obtained?

Unknown. The Pennsylvania State Police will be prepared to implement these regulations as soon as they are approved.

(31) Provide the schedule for continual review of the regulation.

The final-form regulations will be continuously reviewed for clarity, effectiveness, and whether they are serving the greater interests of citizens of this Commonwealth.

CDL-1

**FACE SHEETS
FOR FILING DOCUMENTS
WITH THE LEGISLATIVE REFERENCE BUREAU
(Pursuant to Commonwealth Documents Law)**

42386

DO NOT WRITE IN THIS SPACE

Copy below is hereby approved as to form and
legality. Attorney General

By: _____
(Deputy Attorney General)

DATE OF APPROVAL

Check if applicable
Copy not approved. Objections attached.

Copy below is hereby certified to be true and correct copy of
a document issued, prescribed or promulgated by:

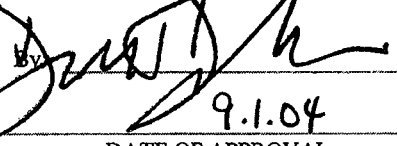
Pennsylvania State Police
(AGENCY)

DOCUMENT/FISCAL NOTE NO. 17-65

DATE OF ADOPTION _____

By: Col. Jeffrey B. Miller
TITLE Commissioner
EXECUTIVE OFFICER CHAIRMAN OR SECRETARY

Copy below is hereby approved as to form and
legality Executive of Independent Agencies

By: 
DATE OF APPROVAL 9.1.04

~~Exec~~ Deputy General Counsel
~~Chief Counsel - Independent Agency~~
Strike inapplicable title

Check if applicable. No Attorney General
approval or objection within 30 days after
submission.

FINAL-FORM RULEMAKING

TITLE 37. LAW

PART I. STATE POLICE

CHAPTER 42. USE OF UNMARKED VEHICLES

RULES AND REGULATIONS

STATE POLICE

[37 PA. CODE CH. 42]

Use of Unmarked Vehicles

The Pennsylvania State Police publishes this final-form rulemaking amending 37 Pa. Code, Part I, to add Chapter 42 (relating to Use of Unmarked Vehicles) as set forth in Annex A.

Act 75 of 2001, P.L. 374, No. 75, § 5 requires the Pennsylvania State Police, in consultation with the Department of Transportation, to promulgate regulations for the use of unmarked vehicles by police officers. The effective date of the act was August 25, 2001. As set forth, the final-form regulations require officers using unmarked vehicles to carry identification and display it upon request unless it would jeopardize his or her safety. Officers using unmarked vehicles for patrol duties must be in uniform; officers using unmarked cars for duties that are likely to involve vehicle stops must wear clothing bearing the specific name of the law enforcement agency or task force. When making a stop in an unmarked vehicle, the officer must choose the safest location possible. In a vehicle pursuit, officers in an unmarked vehicle must have audible and visual signals that comply with § 4571 of the Vehicle Code, 75 Pa.C.S. § 4571. Unmarked vehicles must relinquish the lead in pursuit as soon as marked vehicles are available.

Statutory Authority

This rulemaking is authorized by Act 75 of 2001, P.L. 374, No. 75, § 5 (relating to unmarked police vehicles).

Effect

The proposed regulations will affect all Commonwealth police agencies that use unmarked vehicles.

Effective Date/Sunset Date

The final-form rulemaking will go into effect upon final-form publication in the *Pennsylvania Bulletin*. No sunset date has been assigned; however, every facet of these proposed regulations will be continuously reviewed for effectiveness, clarity and whether they are serving the greater interests of citizens of this Commonwealth.

Comments and Responses

The Pennsylvania State Police received the following comments:

1. Section 42.1. Purpose. – The Independent Regulatory Review Commission (“IRRC”) questioned whether the regulation applies to stops or pursuits relating to traffic violations or all stops and pursuits that involve unmarked cars. IRRC also commented on the fact that § 42.1 refers to the use of unmarked vehicles for law enforcement whereas 75 Pa.C.S. § 3328 directs the State Police to promulgate regulations for the use of unmarked vehicles by police officers. The State Police has amended § 42.1 to more closely parallel the statute by explaining that it is necessary to establish uniformity in the use of unmarked cars by police officers.

2. Section 42.2. – IRRC noted that the phrase “permit the use of unmarked vehicles for law enforcement” also appears in § 42.2. The State Police has replaced the words “for law enforcement” with “by police officers” in order to more closely conform to 75 Pa.C.S. § 3328. IRRC also questioned whether there is a statutory or constitutional basis for stating in the regulation that failure to comply with Chapter 42 will not affect the legality of any arrest or citation nor be grounds for the suppression of evidence. The United States Supreme Court has ruled that violation of a regulation does not mandate suppression of evidence. *See United States v. Caceres*, 440 U.S. 741 (1979); *see also, United States v. Hinton*, 222 F.3d 666, 674-75 (2000). In *Commonwealth v. Thill*, 612 A.2d 1043 (Pa. Super. 1992), the Pennsylvania Superior Court determined that suppression of a breath test result was the proper remedy for violating regulatory requirements because statutory requirement in the Vehicle Code made compliance with the regulation mandatory for admissibility. In stark contrast, nothing in 75 Pa.C.S. § 3328 indicates that the legislature intended to remedy a violation of these unmarked vehicle regulations by suppressing evidence or dismissing criminal charges. IRRC has opined that the remedy to be imposed is a policy decision of such a substantial nature that it requires legislative review. The State Police agrees that this is a substantial policy question and has amended § 42.2 to provide that failure to comply with the regulations will not affect the legality of the arrest or citation nor be grounds for suppression of evidence except as provided by statutory or constitutional law.

3. Section 42.3. –

Light bar assembly

IRRC pointed out that the definition of “light bar assembly” differs from that found in the Department of Transportation’s regulations at 67 Pa. Code § 173.2 and recommends amending the definition to be consistent with those regulations. The State Police has changed the definition to more closely parallel the language in 67 Pa. Code § 173.2 except that the State Police has retained the requirement that the beams of light have 360-degree visibility. The 360-degree requirement is necessary to ensure the safety of officers and the public, and it reflects the current, state-of-the art standards for light bar assembly.

Marked police vehicle and unmarked police vehicle

IRRC noted that this section defines “marked police vehicle” and “unmarked police vehicle” whereas the body of the regulation uses the terms “marked unit” and “unmarked vehicle.” The State Police has amended §§ 42.21 and 42.22 to use the defined terms.

IRRC commented that the term “unmarked police vehicle” is defined as, “a police vehicle not equipped with a roof mounted light-bar assembly. The vehicle may display graphics, markings or decals identifying the agency or department.” IRRC believes the second sentence makes the definition ambiguous and recommends deleting it. The State Police disagree. The State Police believes the second sentence is necessary in order to make it clear that a vehicle is considered unmarked even if it displays graphic markings that are commonly associated with marked police vehicles.

The Pennsylvania Sheriffs’ Association recommended replacing the terms “marked police vehicle” and “unmarked police vehicle” with “marked law enforcement vehicle” and “unmarked law enforcement vehicle.” As IRRC pointed out, however, the authorizing statute tasks the State Police with the responsibility for regulating the use of unmarked vehicles by police officers. Accordingly, the State Police has rejected the recommendation of the Sheriffs’ Association.

Police Officer

IRRC commented that 75 Pa.C.S. § 3328 uses the term “police officer” whereas the rulemaking uses the term “officer.” IRRC recommended that the preamble to the final-form rulemaking explain the reason for the use of the term “officer” instead of “police officer” and then define the term “officer” in the regulation. The State Police has chosen to remedy this inconsistency by replacing the term “officer” in the final-form rulemaking with the term “police officer.”

4. Section 42.21. – IRRC commented on the requirement in subsection (a) that police officers without identification should not attempt to stop traffic law violators absent an immediate threat to public safety. At IRRC’s suggestion, this requirement has been changed to provide that officers without identification shall not attempt to stop traffic law violators unless there is immediate threat to public safety. Likewise, IRRC commented on the requirement in subsection (b) that markings on alternative attire should be visible from the front and back. IRRC recommended replacing the word “should” with the word “shall.” Although the State Police believes markings should be visible from the front and back, this may not always be practical. Consequently, the provision has been eliminated from the final-form rulemaking.

5. Section 42.22. – IRRC pointed out that subsection (b) inaccurately cited Title 67, Chapter 173 of the Pennsylvania Code as containing the requirements related to audible and visual signals. The reference to Title 67, Chapter 173 of the Pennsylvania Code has been replaced with a reference to 75 Pa.C.S. § 4571.

Fiscal Impact

The proposed regulations will have a minimal fiscal impact.

Paperwork Requirements

The proposed regulations will not require the completion of additional forms, reports or other paperwork.

Regulatory Review

On February 4, 2004, copies of the proposed rulemaking were delivered to the Independent Regulatory Review Commission and the Majority and Minority Chairs of the House Judiciary Committee and the Senate Law and Justice Committee. Notice of proposed rulemaking was published at 34 Pa. B. 853 (February 14, 2004) and provided for a 30-day public comment period. In compliance with section 5(c) of the Regulatory Review Act, the Pennsylvania State Police provided IRRC and the Committees with copies of all comments received during the public comment period, as well as other documents if requested. In preparing the final-form rulemaking, the Pennsylvania State Police has considered all comments received from IRRC, the House and Senate Committees, and the public.

Under section 5.1(j.2) of the Regulatory Review Act, these final form regulations were deemed approved by the House and Senate Committees. Under section 5.1(e) of the Regulatory Review Act, IRRC approved the final-form rulemaking on _____.

Contact Person

The contact person is Syndi L. Guido, Policy Director, Pennsylvania State Police, 1800 Elmerton Avenue, Harrisburg, PA 17110, (717) 772-0905. If you are a person with a disability and require an alternative format of this document (i.e. large print, audio tape, Braille), please contact Ms. Guido so that she may make the necessary arrangements.

Findings

The Pennsylvania State Police finds that:

- (1) Public notice of intention to adopt these amendments has been given under sections 201 and 202 of the Act of July 31, 1968 (P.L. 769, No. 240) (45 P.S. §§ 1201 and 1202) and the regulations promulgated thereunder, 1 Pa. Code § 7.1 and 7.2.2003.
- (2) A public comment period was provided as required by law and all comments were considered and forwarded to IRRC, the Senate Committee on Law and Justice, and the House Judiciary Committee.
- (3) The adoption of this final-form rulemaking in the manner provided in this order is necessary and appropriate for administration and enforcement of the authorizing statute.

Order

The Pennsylvania State Police, acting under the authorizing statutes, orders that:

(a) The regulations of the Pennsylvania State Police, 37 Pa. Code, Part I are amended to add Chapter 41, Use of Unmarked Vehicles, as set forth in Annex A.

(b) The Pennsylvania State Police will submit this order and Annex A to the Office of General Counsel and Office of Attorney General as required by law for approval as to form and legality.

(c) The Pennsylvania State Police shall certify this order and Annex A and deposit them with the Legislative Reference Bureau as required by law.

(d) This order shall take effect immediately upon publication in the *Pennsylvania Bulletin*.

COLONEL JEFFREY B. MILLER,
Commissioner

Annex A

TITLE 37. LAW

PART I. STATE POLICE

CHAPTER 42. USE OF UNMARKED VEHICLES

GENERAL PROVISIONS

Sec.

42.1 Purpose

42.2 Policy and effect

42.3 Definitions

PROCEDURES

Sec.

42.21 Identification and uniform requirements

42.22 Vehicle stops and pursuits

GENERAL PROVISIONS

§ 42.1 Purpose.

This chapter governs the use of unmarked vehicles. It is necessary to establish uniformity in the use of unmarked vehicles for the purpose of law enforcement BY POLICE OFFICERS.

§ 42.2 Policy and effect

The policy of the Commonwealth is to permit the use of unmarked vehicles for law enforcement BY POLICE OFFICERS. Failure to comply with this regulation shall not affect the legality of any arrest or citation, nor will it be grounds for the suppression of evidence EXCEPT AS PROVIDED BY STATUTORY OR CONSTITUTIONAL LAW.

§ 42.3 Definitions

Light bar assembly – A device designed and constructed to display ~~two or~~ more THAN ONE steady burning, flashing, or revolving beams of light with 360-degree visibility.

Marked police vehicle – A police vehicle that is equipped with at least one light-bar assembly and displays graphics, markings or decals identifying the agency or department on a minimum of three sides (front, rear, left, or right).

Official identification – Identification issued, designated, or approved by the individual law enforcement agency or municipality.

Official uniform – Any attire designated or approved by the individual law enforcement agency or municipality.

Unmarked police vehicle - A police vehicle not equipped with a roof mounted light-bar assembly. The vehicle may display graphics, markings or decals, identifying the agency or department.

PROCEDURES

§ 42.21 Identification and uniform requirements.

(a) Identification. POLICE officers using an unmarked POLICE vehicle shall ensure they are carrying official identification, other than their uniform, to verify their identity, unless it would jeopardize the POLICE officer's safety due to their work assignment. POLICE officers shall be prepared to display their official identification upon request. POLICE officers shall honor such requests when the request is reasonable and the POLICE officer's safety has been ensured. If the POLICE officer does not carry official identification, the POLICE officer ~~should~~ SHALL not attempt to stop traffic law violators, unless there is immediate threat to public safety.

(b) Uniforms. POLICE officers assigned to use an unmarked POLICE vehicle to perform patrol duties shall be attired in an official uniform. POLICE officers assigned other duties that are likely to include or require traffic stops shall wear an official uniform or alternative attire, such as a police raid jacket, that bears the name of a specific law enforcement agency or task force. Markings on alternative attire should be visible from the front and back.

§ 42.22 Vehicle stops and pursuits

(a) Stopping suspected violators while operating an unmarked POLICE vehicle. POLICE officers stopping suspected violators shall attempt to ascertain the safest available location for the POLICE officer and the motorist, consistent with the need for prompt action. POLICE officers shall take into consideration the road and weather conditions, terrain, lighting, traffic, and the nature of the violation. The POLICE officer ~~should~~ SHALL also attempt to choose a location that will afford both the driver and the POLICE officer a sense of safety.

(b) Use of audible and visual signals required while operating an unmarked POLICE vehicle. Audible and visual signals meeting the requirements ~~and standards set forth in Title 67, Chapter 173 of the Pennsylvania Code~~ OF 75 Pa.C.S. § 4571 shall be utilized when POLICE officers stop suspected violators.

(c) Unmarked POLICE vehicle pursuits. POLICE officers engaged in a pursuit using an unmarked POLICE vehicle, shall relinquish their role as the primary pursuit vehicle and permit POLICE officers in marked ~~units~~ POLICE VEHICLES to assume the role of the primary ~~UNIT PURSUIT~~ VEHICLE when that assistance is available.



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA STATE POLICE
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Syndi L. Guido
Director
Policy Office

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Telephone: (717) 772-0905
FAX: (717) 705-1750

October 4, 2004

The Honorable Robert E. Nyce
Executive Director
Independent Regulatory Review Commission
333 Market Street, 14th Floor
Harrisburg, Pennsylvania 17101

Re: Final-Form Rulemaking, Identification Number 17-65
Title 37. Law, Part I. State Police
Chapter 42. Use of Unmarked Cars

Dear Mr. Nyce:

Pursuant to the Regulatory Review Act, enclosed is a copy of a final-form rulemaking amending 37 Pa. Code, Part I to add Chapter 42, Use of Unmarked Cars. The proposed rulemaking was delivered to your committee on February 4, 2004, and published at 34 Pa. B. 853 (February 14, 2004). If I can be of further assistance, please let me know.

Sincerely,

A handwritten signature in cursive script, appearing to read "Syndi L. Guido".

Syndi L. Guido
Policy Director

Enclosure

cc: Colonel Jeffrey B. Miller
Commissioner

Major Kathryn E. Douth
Director, Bureau of Patrol

Barbara Christie
Chief Counsel

**TRANSMITTAL SHEET FOR REGULATIONS SUBJECT TO THE
REGULATORY REVIEW ACT**

RECEIVED - 10/14/04
REGULATORY REVIEW ACT

I.D. NUMBER: 17-65
SUBJECT: Use of Unmarked Vehicles
AGENCY: PA STATE POLICE

2386

TYPE OF REGULATION

- Proposed Regulation
- Final Regulation
- Final Regulation with Notice of Proposed Rulemaking Omitted
- 120-day Emergency Certification of the Attorney General
- 120-day Emergency Certification of the Governor
- Delivery of Tolled Regulation
 - a. With Revisions
 - b. Without Revisions

FILING OF REGULATION

DATE	SIGNATURE	DESIGNATION
10-4	<i>Christina Cross</i>	HOUSE COMMITTEE ON JUDICIARY
10-4	<i>Scott Korman</i>	
	<i>M. Wagner / L. Lagan</i>	SENATE COMMITTEE ON LAW AND JUSTICE
10/4	<i>Julia B.</i>	
10/4/04	<i>Boyd F. Hoff</i>	INDEPENDENT REGULATORY REVIEW COMMISSION
		ATTORNEY GENERAL (for Final Omitted only)
		LEGISLATIVE REFERENCE BUREAU (for Proposed only)