

HB

167

STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE

REQUEST:

Bill Version: CSHB 167(SA)
Publish Date: HOUSE 3/23/87

Revision Date: _____
Title: An act relating to mandatory safety devices
Sponsor: Cotton, Ulmer, Koponen, et al
Requestor: _____

Agency Affected: Health
BRU: State Health Services

Components: Public Health Administration services - EMS

EXPENDITURES/REVENUES: (Thousands of Dollars)

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

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
----------------	-----	-----	-----	-----	-----	-----

REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
----------------	-----	-----	-----	-----	-----	-----

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

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

ANALYSIS : (Attach a separate page if necessary)

Enactment of HB 167 would have no direct fiscal impact on the Department of Health and Social Services.

Prepared by: Mark S. Johnson
Division: PUBLIC HEALTH

Phone: 465-3027
Date: March 12, 1987

Approved by Commissioner: [Signature]
Agency: Dept. of Health & Social Services

Date: 3/19/87

Distribution (by preparer):

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

STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE

REQUEST
Revision Date: _____
Title: "An Act relating to
mandatory use of safety devices."
Sponsor: Cotten, Ulmer, Koponen, ...
Requestor: House Judiciary

Bill Version: CSHB 167(SA)
Publish Date: HOUSE 3/23/87
Agency Affected: PUBLIC SAFETY
BRU: Highway Safety Planning Agency
Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

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

FUNDING:: (Thousands of Dollars)

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

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

No fiscal impact is anticipated. Amendment reduces the maximum fine for violation of the child restraint law from \$300 to \$15 and changes it from primary to secondary enforcement. This negative revenue impact will be offset by fines collected for violation of the adult use provision.

Prepared by: Ellen Moore, Program Coordinatory Phone: 465-4375
Division: Highway Safety Planning Agency Date: 3/23/87

Approved by Commissioner: *[Signature]* Date: 3/23/87
Agency: Public Safety

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

SENATE COMMITTEE REPORT

FURTHER:

SA
L&C
FIN

DATE TURNED INTO OFFICE May 14, 1987

Mr. President:

TRANSPORTATION

Committee considered CSHB 167 (JUD) am

mandatory use of safety devices in motor vehicles

and recommended:

replace with _____ CS FOR _____) same title
 or adopt _____ CS FOR _____) new title

attached amendment(s) and

do pass

do not pass

no recommendation

individual recommendations

further referral to _____

letter of intent adopted _____

Committee attached or adopted fiscal note(s)

new updated or previous
 zero fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

Fahrenkamp No Rec
Kelly No Rec

Lord Jones (Do Pass)
Chairman signature and recommendation

Committee Backup Attached

Position Paper

House Bill No. 167

For an Act entitled: "An Act relating to mandatory use of safety devices."

This act repeals and reenacts AS 28.05.095 to require that "a person may not occupy a motor vehicle while in operation unless restrained by a safety belt." Children under 4 years old are required to be in a U.S. Department of Transportation (DOT) approved child safety device, and children between four and six must be in an approved safety device or secured by a seatbelt.

This bill would exempt school bus and emergency vehicle passengers from the requirement, vehicle operators engaged in the delivery of mail and others¹ as determined by regulation where a restraint is impractical for medical or other physical conditions.

The Department of Health and Social Services strongly supports the passage of this bill for the following reasons:

- 1) Motor vehicle crashes are a leading cause of death, injury and longterm disability;
- 2) Numerous studies have shown that seat belts and other vehicle safety restraints substantially reduce the likelihood of death or injury to motor vehicle occupants involved in crashes;
- 3) Efforts to educate the public about the benefits of seatbelts have failed to convince the majority of vehicle occupants to use them.

Background

Motor vehicle crashes are the leading cause of death for persons between 1 and 35 years of age. For teenagers, car crash fatalities outnumber the next five causes of death combined.

Nationally, over the past decade more than 450,000 persons have died on America's highways. Every year over 40,000 persons are killed in automobile accidents in the United States, and more than 300,000 people suffer moderate to severe and critical injuries. Many of the injured are young people who will never work again for the rest of their lives.

In Alaska, from 1980 through 1984, unintentional injuries (accidents) have been the leading cause of death. Motor vehicle crashes and drowning have been the chief causes of these deaths. In 1985 there were 127 deaths and more than 6,000 Alaskans were injured as a result of motor vehicle crashes in this state.

According to the Division of Insurance, bodily injury claims payments for private passenger non-fleet automobile liability in Alaska totaled over six million dollars in 1983 and was over eight million in 1984. These amounts do not include paid losses from other third party payers, such as Medicare, Medicaid, General Relief Medical, Indian Health Service or Workers' Compensation. Clearly, in addition to the unacceptable losses from premature death and disabilities, motor vehicle crashes create a significant financial

Position Paper

Health & Social Services

POSITION PAPER/Department of Health & Social Services

burden which is shared by all citizens.

Worldwide, about 30 countries have mandated seat belt use. In Great Britain seat belt use rose from about 40% to 90-95% with the passage of a mandatory use law. At the same time, the number of individuals treated in emergency rooms as the result of motor vehicle crashes has dropped 15%. There were also 15 to 20% fewer fatalities in the years since the passage of the law.

In Canada, four provinces have enacted mandatory seat belt use laws. The effectiveness of these laws in increasing belt use has been shown to be dependent on the degree to which they are enforced. In provinces where strict enforcement has been practiced belt use has been as high as 80%. Deaths due to motor vehicle crashes have declined 11% and injuries 6% in provinces with mandatory use laws.

In this country, twenty-five states and the District of Columbia now have mandatory belt use laws. New York was the first state to pass such a law. Seatbelt use there has ranged from 39% to 76%. These use rates have resulted in about a 9% drop in motor vehicle crash fatalities.

It is clear that the use of seat belts can reduce the number of deaths and disabilities due to motor vehicle crashes. A mandatory seat belt use law would go far to achieve this goal and complement existing traffic safety legislation regarding driving while intoxicated, maximum speed limits, and licensing requirements.

Position

The Department of Health and Social Services strongly supports this bill because it can result in decreases in the number of deaths, disabilities and injuries caused by motor vehicle crashes.

Recommended by:

Elizabeth Ward
Elizabeth Ward, M.N.
Director
Division of Public Health

Date:

March 18, 87

Approved by:

Myra M. Munson
Myra M. Munson, Commissioner
Department of Health and
Social Services

Date:

March 19, 1987

QUESTIONNAIRE COMBINED VERSIONS A AND B
LAW REQUIRING SAFETY BELTS FOR ALL VEHICLE OCCUPANTS
BY
POLITICAL AND GENERAL DEMOGRAPHICS

ROW PERCENTAGES
JANUARY 23, 1987

	ARE YOU FOR OR		TOTAL
	AGAINST A SAFETY		
	BELT LAW?		COLUMN
	For	Against	PERCENT
STATE SENATE DISTRICTS:			
IDist A-Ketchikan.....	83.2%	16.8%	4.2%
IDist B-Haines-Sitka.....	69.4%	30.6%	4.6%
IDist C-Juneau.....	68.7%	31.3%	6.4%
IDist D-Kenai.....	49.8%	50.2%	4.3%
IDist E-S.Anc-Valdez-MatSu.....	60.6%	39.4%	10.7%
IDist F-HD 8-10....	65.7%	34.3%	12.3%
IDist G-HD 9-11.....	63.1%	36.9%	9.6%
IDist H-HD 12-13..	63.9%	36.1%	9.2%
IDist I-HD 14-15.....	66.9%	33.1%	10.1%
IDist J-HD 17-18.....	59.8%	40.2%	4.8%
IDist K-Fairbanks.....	55.6%	44.4%	11.3%
IDist L-Barrow-Nome.....	71.2%	28.8%	3.8%
IDist M-Ft. Yukon-Bethel.....	89.0%	11.0%	4.1%
IDist N-Dillingham-Kodiak.....	67.0%	33.0%	4.6%
AREAS OF ALASKA:			
IHD 1,2,4,5,6,22-26.....	68.4%	31.6%	29.7%
ISitka.....	65.7%	34.3%	2.0%
IKodiak.....	65.7%	34.3%	2.2%
IAnchorage.....	65.1%	34.9%	43.4%
IMatSu.....	69.4%	30.6%	6.6%
IGreater Fairbanks.....	56.8%	43.2%	16.1%
SEAT BELT USEAGE:			
IAlways Wear.....	80.4%	19.6%	39.2%
IMostly Wear.....	63.6%	36.4%	20.7%
ISometimes Wear.....	57.5%	42.5%	16.8%
IHardly Ever Wear.....	50.8%	49.2%	13.5%
INever Wear.....	39.5%	60.5%	9.8%
TOTAL ROW PERCENT.....	65.1%	34.9%	100.0%

- Survey Results -