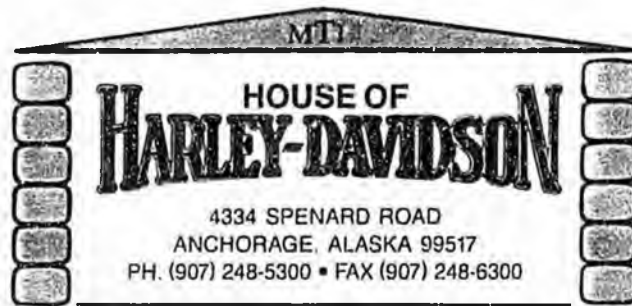


SJR

29



FEB 22 RECD

February 18, 1993

RE: SB110

Dear Senator Taylor,

I wish to encourage you to vote against SB110. The Federal Government is asking Alaska to impose a "mandatory helmet law" on her population or have re-directed a certain percentage of designated Federal highway funds. As I understand it, we would not lose the money, it would merely need to be used for safety programs if we did not pass a "mandatory helmet law".

As a motorcycle dealer, I can tell you that most of our customers use helmets now, but are opposed to a law mandating their use. I am personally opposed to SB110 even though it's passage would mean added revenue to my business. We sponsor a motorcycle training course here in Anchorage because we KNOW that education and training are far more effective in the prevention of accidents and injuries than "helmet laws". There is lots of documentation to back up my claim, and I would be happy to send it to you if you so request. The Motorcycle Safety Foundation Training Program that we sponsor has trained 110 motorcycle operators in the Anchorage area in 1992. We expect to train 250 or more in 1993. It is a fact that States that have Motorcycle Safety Training programs have less accidents, injuries, and fatalities, regardless of whether they have a helmet law or not.

The money the State would have to re-direct would not be enough to build one mile of road. It would however, be enough to train hundreds of motorcycle, ATV, snowmobile, and automobile drivers. Let's educate, not legislate. Let's put the money where it will do the most good.

Please take the time to look into SB110. There are already laws on the books making helmets mandatory for teenagers, who unfortunately are responsible for most of the injury and fatality statistics. Do not allow our great State to be coerced into this law by the Federal Government.

Sincerely yours,

Barry Matteson
Barry Matteson
Owner

THINGS ARE DIFFERENT ON A HARLEY.®



3537 McKenzie Drive
Anchorage AK 99517

February 19, 1993

FEB 23 1993

Senator Robin Taylor
Alaska State Senate
Alaska State Capitol (MS 3100)
Juneau AK 99801-1182

Re: **SB110, Helmet Law**

Dear Senator Taylor:

Please oppose *SB110* which proposes a mandatory helmet law. We believe wearing a helmet should be a personal choice. As Alaskans, freedom and personal choice are very important to us, as is the lack of federal dictation and intervention.

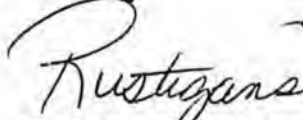
The state will not lose the 1.5% federal highway funds. By opposing *SB110*, the state stands to gain. You now have the opportunity to implement education and training programs without spending *any* state money. This can be accomplished by redirecting the 1.5% federal highway funds to driver and rider education and training programs—be it motorcycle, 4-wheel, snowmobile or student driver training.

We know that education and training saves lives. States with helmet laws show little change in rider casualties (from 7% decreases to 5% *increases*), while states with rider training report decreases in casualties from 36% to 88%. **Training saves lives!**

Please join with four other states in rejecting the federal government's attempt to blackmail the states. Let's take the federal money, but let's use it to set up rider and driver training and education here in Alaska.

Thank you for your attention to this matter.

Sincerely



Linda Rustigan & Baxter Rustigan

Voter ID Numbers 04323022 & 00535645

The Honorable *Mr Taylor*

This letter is a request that you oppose Senate bill SB110, which would impose a mandatory helmet law on all adult Alaskan motorcyclists. While not rejecting helmets themselves, I believe helmet use should be a matter of personal choice, not dictated by law. I strongly oppose SB110 for this and the following other reasons:

First, if you reject SB110 Alaska will lose no federal highway funds at all. Only 1.5% of these funds would be redirected to traffic safety programs, money which could be used to fund motorcycle safety/rider education training and other vehicle safety education at no cost to the state.

Forty (40) other states already provide training for motorcyclists which has directly reflected in there traffic safety records. As stated by senator Mr. Durenberger (MN) in his address to the 103rd congress of S295. "Of the ten (10) safest states to ride a motorcycle based on fatalities per 10,000 registrations, seven (7) are states which do not require mandatory helmet use for adults." The state of Minnesota rated the second safest state in the nation in which to ride a motorcycle by the Motorcycle Industry Council. Is a prime example of what traffic safety/rider education and tough licensing provisions can do. During the period when Minnesota had a mandatory helmet law fatalities per 10,000 registrations went up every year. After repealing the mandatory helmet law combined with tougher licensing provisions and continued ongoing traffic safety/rider education Minnesota's 1992 fatality rate fell to a 25 year low, in spite of doubling the number of licensed motorcyclists.

This is a unique opportunity for Alaska to constructively further motorcycle and vehicle safety based on verifiable proven safety statistics (not unproven helmets are safer rhetoric) for the cost of less than one mile of Alaska paved road.

Second, the federal government has no business blackmailing any state into passing laws in areas that are constitutionally the province of state authority, not federal. This current requirement is a direct infringement on a states rights as guaranteed by the Tenth Amendment to the U.S. Constitution. As you are acutely aware this is not a new situation here in Alaska as the federal government has continually interfered with the rights of the state of Alaska ever since statehood. We have an opportunity here to send the federal government a message that we still have our state rights here in Alaska. For the good of all Alaskans let us join the growing list of other states sending the same message by rejecting SB110.

Please take a bold and farsighted step by rejecting SB110 and use the generated federal money to promote traffic safety/rider education training a proven program to reduce traffic fatalities. In addition you will be sending the federal government a message that Alaska will no longer stand for federal infringement of its state rights.

Sincerely,



February 21, 1993

FEB 24 RECD

Sen. Robin Taylor
Alaska State Capitol, Room 30
MS 3100
Juneau, Alaska 99801-1182

Dear Sen. Taylor:

I am writing to ask you to oppose Senate Bill 110 imposing a mandatory helmet law on Alaskan motorcyclists. I feel using a helmet should be a matter of choice not law.

I strongly oppose SB 110 additionally because rejecting this bill does not cost Alaska any federal funds. The funds would be diverted from use for roads to use for safety programs. The funds only amount to less than a mile of paved road, a mere drop in the bucket compared to what Alaskans really need in the way of roads.

I also reject laws which interfere with my freedom of choice and laws which come into being from blackmail.

States with helmet laws report minor changes in motorcycle casualties. Some states have reported an increase in casualties rather than the high expectations of a lower percentage of casualties. States conducting rider training report casualties decreasing from 36 to 88 percent.

Education is by far the best teacher. Please reject SB 110 as it does nothing to help decrease motorcycle casualties. Your help in appropriating funds for rider safety training would be appreciated.

Sincerely,



William E. Hobbs
7801 Blackberry
Anchorage, Alaska 99502
Voter #

Juneau, Alaska
March 17, 1993

MAR 17 RECD

Senator Robin Taylor
Alaska State Legislature
State Capitol
Juneau, Alaska 99801-1182

Dear Senator Taylor:

As an Alaskan and a avid motorcyclist who uses a helmet, I am writing state my opposition to Senate Bill 110, which as you know imposes mandatory helmet usage upon the states Motorcyclists. You may have read Mr. James F. Andrus's article in the March 15th issue of the Anchorage Daily News concerning this issue and I wish to submit that he expresses my feelings and those of the 33 member Motorcycle club to which I belong.

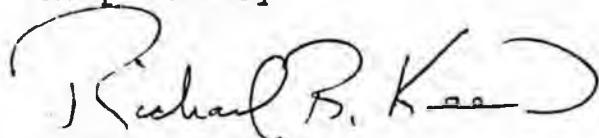
We encourage our members to wear their helmets but, We also feel they should be free to decide. What I, in particular am most excited about is the opportunity we now have in this state to institute motorcycle Safety programs that are proven to reduce accidents and deaths among Motorcyclists. (see article attached)

Last year, our motorcycle club raised funds to have a two certified Motorcycle Safety Foundation instructors come to Juneau to conduct the Novice Rider Course. Twelve of us completed and all agreed it was very useful and well worth the dollars spent.

Again this year we plan to have another course locally and are hoping to see as many as 40 motorcyclists complete it. Once completed, the student does not have to take the riding skills portion of the State exam as the State recognizes completion of the MSF course as satisfactory for licensing purposes.

I am submitting the newspaper article for your use and if you haven't read it, I encourage you to do so. Education is Prevention.

Respectfully



Richard R. Keen
11691 Auke ST
Juneau, Alaska 99801
Day Ph: 465-4468

Testimony from the public has been
— overwhelmingly OPPOSED to MANDATORY —
helmet laws.

MAR 24 RECD

To The Honorable Robin Taylor!

I am an avid motorcycle enthusiast and a voting resident of the State of Alaska. I am concerned with motorcyclist rights and motorcycle rider safety. My belief is that motorcycle rider awareness and safety training are going to save more lives than a mandatory helmet law will. Most motorcycle fatalities are alcohol, drug, or excessive speed related.

I am taking this time to write to you to express my opinion on the upcoming issue of the mandatory helmet bill for the State of Alaska. I believe the issue of **freedom of choice** is what is really at question here. It is my opinion that accepting the federal government's threat to reduce highway funds is allowing the federal government one more control over what we consider to be the last frontier.

I would strongly suggest you consider your decision based upon all the available statistics on this matter and make your decision based upon those facts, not the possibility of the government rerouting a small percentage of federal funds to highway safety.

In closing, I am strongly against S.B. 110 and would appreciate your support and consideration of this matter.

Sincerely,

Steven Rasmussen
2771 Engineers cutoff
Juneau AK 99801

No to any helmet law, but do spend on rider education

by JAMES F. ANDRUS

On Feb. 11, a bill was introduced in the Alaska Senate Transportation Committee which presents Alaskans a most unique set of choices on the issue of motorcycle safety.

Senate Bill 110 would require all Alaska motorcyclists to wear helmets while operating or riding on a motorcycle. Currently, operators over 17 years old need not wear one.

The impetus for SB110 is a requirement imposed on all states by the federal Intermodal Surface Transportation Efficiency Act of 1991. Section 1031 of this law requires all states to enact mandatory helmet and seatbelt laws by certain dates or lose control of part of their federal highway funds.

Here's the unique part. In the past, similar federal laws tried to blackmail states into passing such laws by threatening to take back federal funds if they didn't comply. This tactic is still used for other purposes, raising the thorny issue of states' rights. Many senators and representatives objected to taking this approach again.

That's why this 1991 law is different. Rather than take away federal money, the act specifies that helmet and seatbelt laws must be in place by October 1993 or states must divert 1.5 percent of their federal highway funds into safety programs instead. By October 1994 this percentage would double to 3 percent.



Call it "graymail." Alaska would keep all its federal money but would be forced to spend part of it on safety programs rather than road construction if SB110 doesn't become law. These safety programs are called "section 402" programs, which are enumerated in earlier federal legislation bearing this name.

What kind of money are we talking here? Alaska received over \$150 million from the 1991 law, so 1.5 percent is about \$2.5 million and 3 percent about \$5 million. A good chunk of change — and now Alaska gets to choose how it will be spent!

If SB110 becomes law, Alaska can spend all its money building roads if it likes. If SB110 doesn't become law, Alaska must divert \$5 million into safety programs. What kind of programs could these be?

Section 402 programs can include driver training programs for student drivers as well as motorcycle operators. Section 402 funds could finance public safety messages and aggressive drunk driver interdiction programs like Anchorage's "drunkbusters" or state trooper sobriety roadblocks that were suspended last year for lack of funds. These are only several examples.

Old-timers tell me Anchorage schools stopped driver training in the 1960s to save money. Driving is one of our most essential and most-used skills, yet Alaska takes no interest in formalized professional training that could produce generations of seasoned, responsible drivers less prone to accidents.

Forty states now provide formal training for motorcycle operators, yet Alaska does nothing to follow their lead. All we can think to do is slap helmets on untrained riders. How much good does that do?

The American Motorcyclist Association is a national public interest group representing a million members which protects political interests of motorcyclists in the U.S. Congress. The AMA has surveyed the effectiveness of helmet laws and safety education in many states over many years.

How well do helmet laws work? The AMA reports that in states with such laws, motorcycle casualties remain essentially unchanged. Some states report decreases in casualties up to 7 percent, while other states report increases up to 5 percent. It's a wash, and helmet laws don't achieve their goal of saving lives.

How well does rider training work? California began mandatory rider training in 1986, and motorcycle casualties declined 36 percent there in the next three years. After Ohio began mandatory training for teen-age motorcycle riders, casualties in that age group declined 88 percent! Proof positive that educa-

At no cost to the state, Alaska can finance \$5 million of safety education and training programs that hold far more promise to save lives than helmet laws.

tion works better than coercion.

But motorcyclists in states with rider training programs face a chronic problem. Under the crush of budget pressures, state legislators raid whatever programs they can to balance state budgets. Frequent casualties of these raids are rider training programs, even though they are financed from dedicated sources like motorcycle registrations or driver licenses. The battle to save these good programs never ends.

Alaska faces an even bigger legal obstacle to financing rider training. Our state constitution forbids dedicated revenues, so money from license plates and driver licenses must be plowed into the general treasury and cannot be dedicated to training programs.

Federal section 402 funds sidestep this obstacle entirely. At no cost to the state, Alaska can finance \$5 million of safety education and training programs that hold far more promise to save lives than helmet laws.

Here's another way to look at \$5 million. The Alaska Department of Transportation estimates that it

costs \$5 million to \$12 million to build a mile of road in this state. Taking their most conservative estimate, \$5 million worth of safety programs will cost us only one mile of road. *One mile of road. Think of it as an insurance premium.*

All it will take is citizens and legislators (and newspaper editor with enough vision to see the greater good that can be achieved). People who believe that education works better than coercion. People who believe that government's only legitimate purpose is to protect us from each other, not to protect us from ourselves.

So far this year, at least states have taken this bold step, resisted federal graymail and refused to enact helmet laws. Alaska can follow their lead.

Which will it be, Alaska education or coercion?

[] James F. Andrus is the legislative affairs representative for the Anchorage chapter of Alaska Bikers Advocating Training and Education.

Ordinance creates special class

We will have the opportunity to vote on the sexual orientation ordinance on April 20. If not overturned, this policy will set a precedence. It is not about discrimination. It is about sanctioning homosexuals as a "special class" of people.

Discrimination in any form is wrong. Nevertheless, we should not set apart a group of people for special "protection" based upon their sexual desires and practice. The homosexual community does not meet recognized requirements to qualify as a "special class." They are not a race of people. They are not set apart by economic or political issues. Homosexuals are from every race, ethnic and economic background, and of multi-cultural descent. They are our family, friends and neighbors. We should love them and have compassion. This com-

The Sword in the Stone



Cut wages before raising taxes

I have yet to hear one logical argument in favor of a sales tax. Those espousing it say that it will hit the tourists, the transients, the military. But so does a property tax. Property tax is a business expense that is passed on to the consumer as a part of the price paid for the merchandise or service. Anyone who purchases anything in Anchorage borough, regardless of where they live, contributes to the borough coffers by way of our already-in-existence property tax.

Secondly, the property tax I pay is deductible from my federal income tax. A sales tax is not.

Finally, if we really only need a 2 percent sales tax to make up the anticipated deficit, why are our illustrious assemblymen asking for 4 percent? To pay for the additional borough employees that will be needed?

103D CONGRESS
1ST SESSION

S. 295

To amend title 23, United States Code, to remove the penalties for States that do not have in effect safety belt and motorcycle helmet traffic safety programs, and for other purposes.

IN THE SENATE OF THE UNITED STATES

FEBRUARY 3 (legislative day, JANUARY 5), 1993

Mr. DURENBERGER (for himself, Mr. KOHL, Mr. BAUCUS, Mr. SMITH, Mr. GRASSLEY, Mr. CAMPBELL, Mr. LEAHY, Mr. KEMPTHORNE, Mr. ROTK, Mr. LUGAR, Mr. COHEN, Mr. BROWN, Mr. SIMPSON, Mr. CONRAD, Mr. BURNS, Mr. DORGAN, Mr. COATS, Mr. JEFFORDS, and Mr. WALLOP) introduced the following bill; which was read twice and referred to the Committee on Environment and Public Works

A BILL

To amend title 23, United States Code, to remove the penalties for States that do not have in effect safety belt and motorcycle helmet traffic safety programs, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. USE OF SAFETY BELTS AND MOTORCYCLE HEL-**
4 **METS.**

5 Section 153 of title 23, United States Code, is
6 amended—

As of 4/06/93, 27 Senators
have signed as co-sponsors of —
S. 295.



MOTORCYCLE RIDERS FOUNDATION, INC.



© 1992 MRF, Inc. All Rights Reserved

S.295

**Sponsor - Senator Durenberger
Introduced February 3, 1993**

Co-Sponsors

<u>Senator</u>	<u>Party/State</u>	<u>Date Signed-on</u>
Baucus, Max	D-Montana	02/03/93
Brown, Hank	R-Colorado	02/03/93
Burns, Conrad	R-Montana	02/03/93
Campbell, Ben	D-Colorado	02/03/93
Coats, Dan	R-Indiana	02/03/93
Cohen, William	R-Maine	02/03/93
Conrad, Kent	D-North Dakota	02/03/93
Dorgan, Byron	D-North Dakota	02/03/93
Durenberger, Dave	R-Minnesota	02/03/93
Gregg, Judd	R-New Hampshire	02/16/93
Grassley, Charles	R-Iowa	02/03/93
Jeffords, James	R-Vermont	02/03/93
Kempthorne, Dirk	R-Idaho	02/03/93
Kohl, Herb	D-Wisconsin	02/03/93
Leahy, Patrick	D-Vermont	02/03/93
Lugar, Richard	R-Indiana	02/03/93
Roth, William	R-Delaware	02/03/93
Simpson, Alan	R-Wyoming	02/03/93
Smith, Robert	R-New Hampshire	02/03/93
Thurmond, Strom	R-South Carolina	02/16/93
Wallop, Malcolm	R-Wyoming	02/03/93

Total Sponsors = 21 02/16/93

INFORMATION ★ COMMUNICATION ★ ASSISTANCE

P.O. Box 1808, Washington, D.C. 20013-1808 • (202) 546-0983 • FAX# (202) 546-0986

103D CONGRESS
1ST SESSION

H. R. 799

To amend title 23, United States Code, to repeal a penalty for noncompliance by States with a program requiring the use of safety belts and motorcycle helmets.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 3, 1993

Ms. SNOWE (for herself, Mr. RAMSTAD, Mr. FRANK of Massachusetts, Mr. GRANDY, Mr. PALLONE, Mr. BOEHNER, Mr. FAWELL, Mr. HANSEN, Mr. LIVINGSTON, Mr. MYERS of Indiana, Mr. KOPETSKI, Mr. PETRI, Mr. CRANE, Mr. JACOBS, Mr. SWETT, Mr. GILLMOR, Mr. INHOFE, Mrs. VUCANOVICH, Mr. ROEMER, Mr. ROHRBACHER, Mr. HASTERT, Mr. DOOLITTLE, Mr. STUMP, Mr. GOSS, Mr. THOMAS of Wyoming, Mr. PETERSON of Minnesota, Mr. GALLEGLY, Mr. GRAMS, Mr. MINGE, Mr. LEHMAN, Mr. LIGHTFOOT, Mr. PENNY, Mr. HANCOCK, Mr. ORTON, Ms. KAPTUR, Mr. BEREUTER, Mr. SENSENBRENNER, Ms. DANNER, Mr. ZIMMER, Mr. BURTON of Indiana, Mr. ZELIFF, Mr. SHARP, Mrs. THURMAN, and Mr. POSHARD) introduced the following bill; which was referred to the Committee on Public Works and Transportation

A BILL

To amend title 23, United States Code, to repeal a penalty for noncompliance by States with a program requiring the use of safety belts and motorcycle helmets.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

MRBF**MOTORCYCLE RIDERS FOUNDATION, INC.**

© 1993 MRBF, Inc. All Rights Reserved

H.R. 799
Sponsor - Congresswoman Snowe
Introduced February 3, 1993

Co-Sponsors

<u>Representative</u>	<u>Party/State</u>	<u>Date Signed-on</u>
Abercrombie, Neil	D-Hawaii	02/04/93
Bereuter, Doug	R-Nebraska	02/03/93
Boehner, John	R-Ohio	02/03/93
Burton, Dan	R-Indiana	02/03/93
Crane, Philip	R-Illinois	02/03/93
Danner, Pat	D-Missouri	02/03/93
Doolittle, John	R-California	02/03/93
Fawell, Harris	R-Illinois	02/03/93
Frank, Barney	D-Massachusetts	02/03/93
Franks, Gary	R-Connecticut	02/16/93
Gallegly, Elton	R-California	02/03/93
Gillmor, Paul	R-Ohio	02/03/93
Goss, Porter	R-Florida	02/03/93
Grams, Rod	R-Minnesota	02/03/93
Grandy, Fred	R-Iowa	02/03/93
Gunderson, Steve	R-Wisconsin	02/16/93
Hamilton, Lee	D-Indiana	02/04/93
Hancock, Mel	R-Missouri	02/03/93
Hansen, James	R-Utah	02/03/93
Hastert, J. Dennis	R-Illinois	02/03/93
Hoke, Martin	R-Ohio	02/16/93
Hyde, Henry	R-Illinois	02/04/93
Inhofe, James	R-Oklahoma	02/03/93
Jacobs, Andrew	D-Indiana	02/03/93
Kaptur, Marcy	D-Ohio	02/03/93
Klug, Scott	R-Wisconsin	02/18/93
Kolbe, Jim	R-Arizona	02/18/93
Kopetski, Mike	D-Oregon	02/03/93
LaRocco, Larry	D-Idaho	02/16/93
Lehman, Richard	D-California	02/03/93

(Page 1 of 2)

INFORMATION ★ COMMUNICATION ★ ASSISTANCE

<u>Representative</u>	<u>Party/State</u>	<u>Date Signed-on</u>
Lightfoot, Jim	R-Iowa	02/03/93
Livingston, Bob	R-Louisiana	02/03/93
Long, Jill	D-Indiana	02/16/93
Manzullo, Donald	R-Illinois	02/16/93
McCloskey, Frank	D-Indiana	02/04/93
Minge, David	DFL-Minnesota	02/03/93
Myers, John	R-Indiana	02/03/93
Orton, Bill	D-Utah	02/03/93
Pallone, Frank	D-New Jersey	02/03/93
Peterson, Collin	DFL-Minnesota	02/03/93
Perry, Timothy	DFL-Minnesota	02/03/93
Petri, Thomas	R-Wisconsin	02/03/93
Poshard, Glenn	D-Illinois	02/03/93
Ramstad, Jim	R-Minnesota	02/03/93
Roemer, Tim	D-Indiana	02/03/93
Rohrabacher, Dana	R-California	02/03/93
Sensenbrenner, Jim	R-Wisconsin	02/03/93
Sharp, Philip	D-Indiana	02/03/93
Snowe, Olympia	R-Maine	02/03/93
Spence, Floyd	R-South Carolina	02/18/93
Stump, Bob	R-Arizona	02/03/93
Swett, Dick	D-New Hampshire	02/03/93
Thomas, Craig	R-Wyoming	02/03/93
Thurman, Karen	D-Florida	02/03/93
Vucanovich, Barbara	R-Nevada	02/03/93
Zeliff, Bill	R-New Hampshire	02/03/93
Zimmer, Dick	R-New Jersey	02/03/93

Total Sponsors = 57 02/18/93

(Page 2 of 2)

HR - 108

LR00712149SPbP

MAR 12 1993

1 HOUSE JOINT RESOLUTION 10

2 WHEREAS, The Tenth Amendment to the U.S. Constitution, 16
3 part of the original Bill of Rights, reads as follows, "The 17
4 powers not delegated to the United States by the 18
5 Constitution, nor prohibited by it to the states, are 19
6 reserved to the states respectively, or to the people"; and

7 WHEREAS, The limits on Congress' authority to regulate 22
8 states activities, prescribed by the Tenth Amendment, have 23
9 gradually been eroded, and federal mandates to the states 24
10 which infringe on these protected areas have become almost
11 commonplace; and

12 WHEREAS, The regulation of traffic and motor vehicle 27
13 safety laws is constitutionally the province of state, not 28
14 congressional, authority; and

15 WHEREAS, A recently-passed federal mandate would require 31
16 a percentage of federal highway funds to be transferred from 32
17 states which do not enact statutes requiring the use of 33
18 helmets by motorcyclists by October 1, 1994; and

19 WHEREAS, While the stated goals of such federal mandates, 36
20 to reduce highway fatalities and injuries through increased 37
21 use of motorcycle helmets, is certainly praiseworthy, it is 38
22 the opinion of this General Assembly that the passage of such 39
23 legislation by the U.S. Congress would be a blatant 40
24 transgression upon the states' regulatory authority under the
25 Tenth Amendment; therefore, be it 41

26 RESOLVED, BY THE HOUSE OF REPRESENTATIVES OF THE 43
27 EIGHTY-SEVENTH GENERAL ASSEMBLY OF THE STATE OF ILLINOIS, THE 44
28 SENATE CONCURRING HEREIN, that this General Assembly most 45
29 fervently urges the U.S. Congress to repeal those sections 46
30 which impinge upon the states' constitutional authority to 47
31 regulate traffic and motor vehicle safety within their
32 respective boundaries, and, specifically, to refrain from 48

As of 4/06/93, 15 states have
passed resolutions opposing
federally mandated helmet laws.

1 mandating the passage of state laws requiring the use of 49
2 motorcycle helmets; and be it further

3 RESOLVED, THAT suitable copies of this preamble and 51
4 resolution be presented to the Speaker of the U.S. House of 52
5 Representatives, the President Pro Tempore of the U.S. 53
6 Senate, and to each member of the Illinois Congressional 54
7 Delegation, urging them in the performance of their elected 55
8 responsibilities, to protect and strengthen the position of
9 the states in the federal union, avoid intrusion upon states 56
10 prerogatives and afford protection to the proper governing 57
11 authorities of the states.