

ALASKA LEGISLATURE COMMITTEE FILES 1985-1988 00/2

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bodies, although, Early acknowledged, the house voted to reject his amendment. Even so, he said, Dole's recent ruling "enhances our chances" by making automatic restraints or belt use laws an "either-or" proposition.

Illinois: The house passed a bill to require belt use, but Kathy Selcke, a press aide to Governor James Thompson, has reported the bill was stopped in the senate. Of 59 senators, only 10 would go on record — three for, six against, and one voting "present" — when the bill came to the floor.

"With Dole coming out trying to circumvent the air bag, they're [lobbyists] pressuring us," said Selcke. "I think we're going to hear about this again. The auto dealers were very prevalent [during the last session] and they sent some very powerful people. She's holding it out against air bags — everybody is." Selcke said the issue is a "touchy" one for politicians because there's little public support for a state belt use law.

New Jersey: Paul Wolcott, spokesman for Governor Thomas Kean, reported that bills to require seat belt use have been introduced in both houses of the legislature. Kean has said he would probably sign such a measure, although he has "substantial questions" about the enforceability of belt laws and their infringement on individual rights, Wolcott said.

The governor "would have preferred a definitive order requiring the installation of air bags," Wolcott said, adding the governor believes air bags can effectively be distributed throughout the automobile fleet only when the cost is brought down by the large-scale production that would follow a federal mandate.

Texas: A major educational program is underway to increase belt use among state employees, Tom Griebal, a transportation aide in the governor's office, told the Institute. During a special session of the legislature this summer, Texas finally adopted a child restraint use law, he noted. (Only Wyoming remains without such a requirement.)

Governor Mark White has not yet taken a position on the necessity for a state belt use law. "Texas is a frontier state and was once an independent nation," Griebal said, noting that any attempt to pass a belt use law in this individualistic state would be "difficult."

"This one isn't on the front burner yet," said Griebal. "I realize we're going to be key." Texas is pivotal to efforts to meet Dole's two-thirds population requirement of the automatic restraint standard.

California: Governor George Deukmejian has taken no position on belt use laws but is studying a legislative proposal to raise the state's child restraint law to cover children up to age seven, Kevin Brett, deputy press secretary, said.

Jeanette Burton, chief aide to California Senator Diane Watson, said the senator intends to push forward her legislative proposal to require state vehicles to be equipped with air bags. (See *Status Report*, Vol. 19, No. 5, March 24, 1984.)

Massachusetts: Governor's press aide Barbara Kopans noted that "while legislation was introduced last year, it didn't go anywhere." Governor Michael Dukakis has been promoting an educational campaign, hoping to increase voluntary belt use, she reported. Kopans said the governor believes that because so few people use seat belts voluntarily, "it would be nearly impossible to enforce" a law. Dukakis has issued an executive order requiring public employees to wear belts when driving on state business.

Ohio: Governor Richard Celeste has also signed an executive order requiring state employees to wear seat belts when traveling on government business. "There will be some lobbying to get a law introduced," said David Jacobsen of the state's highway safety office. He would not comment on the prospects for such legislation, however.

Virginia: The state legislature had one bill to require belt use introduced last year, but it died in committee, according to Phil Abraham of Governor Charles Robb's office. "The Dole rule obviously is a new factor and whatever efforts the auto industry makes will be a new factor" during the legislature's next session, he noted. "I do know it will be a real fight in this state to obtain passage of such a law," he added.

North Carolina: Deputy press secretary to Governor James Hunt, Lynne Garrison, said the state's legislature will be in flux during the next session. Neither Hunt nor the current lieutenant governor will be in office next January. Garrison predicted little if any activity, noting that no bill had been brought up during the legislature's last session.

Georgia: Governor Joe Frank Harris' press assistant, Barbara Morgan, said there has been no effort to adopt belt use legislation. Nor is the governor undertaking any public campaign to increase voluntary belt use, she said.

Judy Stone, of the National Association of Governors' Highway Safety Representatives, believes that at least a handful of states will adopt such laws by the 1989 deadline. But, she added, she had not heard anyone say, "Gee, the Secretary's rule is going to make it easier for me to get my [belt use] bill through." Stone said she expects many governors to sit back and watch what happens in New York before advocating laws in their states.

Seat Belt Use Bill Passes in Illinois

Illinois became the third state to pass a mandatory seat belt use law, following New York and New Jersey. The bill, signed by Governor James R. Thompson on Jan. 8, 1985, requires drivers and front-seat passengers to wear seat belts or face a maximum \$25 fine beginning July 1985.

In Michigan a similar bill was four votes short of passage in the House. Rep. David Hollister plans to reintroduce the legislation in the next session.

The Illinois law states that failure to wear a seat belt should not be considered to be evidence of negligence, and it does not limit the liability of an insurer or reduce the damages awarded in a civil suit. Offenders will be charged only when stopped for another traffic violation.

Federal Motor Vehicle Safety Standard (FMVSS) 208 stipulates that a state's mandatory use law must meet certain qualifications for the state to be counted as part of the two-thirds of the United States population covered by such laws that would trigger rescinding the requirement that automakers equip all cars with air bags or automatic seat belts by 1990. Because states must include penalties of \$25 or more for each violation and they must have a provision that allows failure to use a seat belt to reduce the damages in an injury lawsuit, it is uncertain whether Illinois' 11.4 million residents would be counted as covered by the FMVSS 208 requirements. (See *Status Report*, Vol. 19, No. 13, July 28, 1984.)

Facts about Air Cushions

A booklet, "Myths and Facts about Air Cushions," providing factual responses to 14 common misconceptions, is now available from the Insurance Institute for Highway Safety. The booklet addresses such myths as "Air cushions have not been adequately tested" and "Car buyers do not want air cushions," with factual rebuttals based on a comprehensive review of IIHS, government, and automobile company research, and government and public documents.

Copies of the booklet, "Myths and Facts about Air Cushions," may be obtained free by writing Publications, Insurance Institute for Highway Safety, Watergate 600, Washington, D.C. 20037.

With permission of the *Baltimore Sun*.

The Trapdoor

By William Haddon, Jr.

Maryland may soon follow New York and New Jersey in enacting a law requiring the use of seat belts by drivers and front-seat passengers. Such a law can help reduce deaths and injuries. But before Maryland adopts one, there are some points to be considered.

Although such laws in four Canadian provinces increased the use of seat belts from about 20 percent to about 60 percent, the reduction in deaths (11 percent) and injuries (6 percent) was not nearly as great as anticipated. Seat-belt use was lower among young drivers (who have substantially higher crash rates) than among older drivers.

The frequency with which seat belts are used in places with seat-belt laws is highly dependent on enforcement. During a three-stage enforcement program in one Canadian city, use rates went to a high of 84 percent in the stage with most intense enforcement. In a community without strong enforcement, the belt-use rate remained about 44 percent even though there was a law.

By themselves, seat-belt laws are not enough.

To provide protection for passengers in a crash, there should be a baseline of automatic protection, with seat belts as a supplement for those who will use them.

This automatic protection can and should include windshields that are less likely to cause cuts in crashes, and doors and door locks that are designed to decrease the likelihood of being thrown onto the pavement in a crash.

But especially it should include air bags, which can protect the front-seat occupants automatically in the head-on and front-angle collisions which cause most deaths and serious injuries in automobile accidents.

Cars equipped with air bags have now traveled more than a billion miles in the United States and Canada. The Insurance Institute for Highway Safety has studied frontal crashes violent enough to deploy air bags and has found that in the more severe crashes the air bags reduced the severity of injuries to front-seat occupants by 65 percent.

The U.S. Department of Transportation (DOT) is phasing in a requirement that new cars be equipped with automatic restraints such as air bags or automatic seat belts, starting with 10 percent of production with the 1990 models.

Despite the fact that we need *both* automatic crash protection and seat-belt laws, the important life-saving

requirement for automatic protection will be rescinded if state legislatures covering two-thirds of the population enact and enforce mandatory seat-belt-use laws by 1989.

Most auto manufacturers, which have fought air bags for years, will probably press for enactment of mandatory seat-belt laws as an alternative.

But this could mean that, if state legislatures reach the two-thirds point on enacting seat-belt laws and stop there, as many as 75 million people (the remaining one-third of Americans) could be left without the legally mandated protection of either automatic restraints or seat belts.

The rescission provision in the DOT requirement has become known as the "trapdoor." Officials of New York state (where a seat belt law was passed before the DOT rule was announced) and a number of insurance companies and associations have filed suits challenging the rescission provision. The New York officials contend the provision creates a paradox whereby trying to protect their citizens by adopting mandatory use laws, they find themselves simultaneously furthering the elimination of needed nationwide protection.

Legislators in other states adopting seat-belt laws are recognizing the serious dilemma produced by the DOT rule. They are inserting provisions that they hope will prevent their laws from being counted towards the two-thirds point that would trigger rescission of automatic protection.

For example, the Transportation Department stipulated that the penalty for a violator in a qualifying law must be not less than \$25. In some cases legislators are calling for a lower penalty.

There also have been proposals for automatically terminating a seat-belt law whenever it is about to be counted in the two-thirds and for requiring that all 1990 (or later) models registered in a state have automatic restraints.

Motor vehicle crashes cause thousands of deaths and millions of injuries every year. Among males 15 to 19 years old, one out of three deaths from all causes is the result of injuries as a motor vehicle occupant.

Seat-belt laws can help reduce this toll. But they should complement automatic protection. They should not be enacted in a manner that would defeat attainment of the goal of automatic protection for everyone.

This life-saving goal is entirely feasible, especially because the new, all-mechanical air bag systems, de-

veloped by New Jersey's Breed Corporation and available in about two years, will cost about \$40 for a driver's air bag or about \$4 a year over the life of the car.

Automatic protection and a requirement that all front-seat occupants belt themselves combine to provide the best crash protection. If they were to be established as antagonists, many people would needlessly be injured or die.

Seat Belts and Air Bags

The American Osteopathic College of Rehabilitation Medicine has adopted a resolution calling on automakers to provide automatic seat belts and air bags to consumers.

The group also urged car makers to encourage state adoption of seat belt use laws, and said the U.S. Department of Transportation should expedite rules "to protect the lives of United States citizens by promoting both mandatory seat belt usage and passive restraints by 1986."

The osteopaths also urged states to enact legislation requiring both belt use and installation of automatic restraints in cars.

The American Osteopathic College of Rehabilitation Medicine is comprised of osteopathic physicians specializing in the treatment of moderate to severe physical disabilities including head injuries and paralysis.

An expert witness testified in an affidavit that an air bag system could have reduced or eliminated the woman's head injury, and the judge accepted the expert testimony.

Since the 1979 crash, Mrs. Evers has remained in a coma and requires constant nursing care. "She weighs 60 or 65 pounds," Anderson told *Status Report*.

Briefs filed in support of the appeal include submissions by the American Trial Lawyers Association, the Trial Lawyers for Public Justice, Air Bag Information Center, Inc., and an attorney associated with the Johns Hopkins School of Public Health.

Judge Denies Trial In Suit Over Failure To Install Air Bags

A Florida judge has denied a jury trial for a brain injured victim of a car crash, saying that as a matter of public policy, General Motors is not obliged to provide air bags in order to make its cars more crashworthy.

The case has been appealed.

In a hearing on a motion for summary judgement, Judge George C. Carr, of the U.S. District Court for the Middle District of Florida in Tampa, said he believes air bags are effective.

"I would like to have one in my automobile," Judge Carr told the plaintiff, Alexander Evers, Jr., husband of the permanently injured woman, and his attorney, Jon Anderson, "but I don't think as a matter of public policy that this court could impose...on every automobile manufacturer an obligation to put in a passive restraint by way of an air bag."

The injured woman, Marcia Evers, was driving a 1977 Pontiac Grand Prix when another auto ran a stop sign and struck her car on the left front bumper. The striking vehicle then rotated and "side-slapped" the Evers car on the driver side. During the crash — even though she was wearing a seat belt — Mrs. Evers' head was partially ejected and the windshield pillar of the striking car struck her head, the plaintiff's complaint reported.

BILL SHEFFIELD
GOVERNOR



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

February 28, 1985

Ms. Laurel Osborne
Regional Co-Coordinator
National Coalition for
Seatbelts on School Buses
P.O. Box 225
Galena, AK 99741

Dear Ms. Osborne:

This is in response to your letter of February 14 regarding the negative, unsolicited seat belt safety information sent to you by Romyne Kareen of the Department of Education. Thank you for letting me know of your concern.

My Administration supports the use of seat belts in all vehicles, especially those vehicles transporting children.

I have asked Ron Raynolds, Commissioner of the Department of Education, to look into this matter and respond directly to you. He has also been asked to keep this office informed of the progress being made to resolve this concern.

If I can be of any further assistance to you, don't hesitate to write or call.

Sincerely,

A handwritten signature in cursive script that reads "Bill Sheffield".

Bill Sheffield
Governor

cc: Ron Raynolds, Commissioner
Department of Education

SPECULATION ON SEATBELTS IN SCHOOL BUSES

A great many of the arguments against seatbelts in school buses are speculative in nature. Most of the speculation can be laid to rest by the experience of districts which have seatbelts in their large school buses. There are presently seatbelts in school buses in school districts in the states of New York, New Jersey, Illinois, Georgia, Michigan, Oregon, Arizona and Vermont. Greenburgh Central School District No. 7 and Ardsley Union Free Districts in New York report the following facts:

1. Safety belts are installed on the seat frame, not on the floor, so tripping on the anchors is not an issue.
2. The short end of the belt is on the aisle, does not dangle and trip passengers and so is not an issue.
3. No districts report students using safety belts (which are very lightweight) as weapons. This is not an issue.
4. There are no problems with insurance.
5. The belts are color coded, three sets to a seat. When two children ride in the seat, they do not use the middle set.
6. Drivers report fewer discipline problems with belted students.
7. Small children, when belted, no longer slide off the seat.
8. These districts report that 80% of their students wear their belts. Additionally many of the children are now buckling up in their family cars as an extension of what they have learned in their school safety belt program. For example, three teenagers who were avid non-users of seatbelts were involved in serious accidents where seatbelts saved their lives. They directly attributed the wearing of belts to the Ardsley school bus seatbelt program.
9. Students, including kindergarteners, can unbuckle their seat belts in emergency circumstances; they do not need driver assistance. Two separate accidents in 1979 involved school vans which overturned and left very young, belted passengers "hanging upside down". They instantaneously unbuckled their belts and all very quickly and calmly escaped unhurt.
10. No extra time has been added to bus runs. Students have found it possible to take the approximately ten seconds necessary to buckle up without causing any delays.
11. Seatbelts are not expensive. The cost is about \$1000 on a new bus. The cost of retrofitting is about the same--belts cost \$6.25 each, and a district can install them itself with little trouble.

Speculation aside, there are two basic issues in the controversy over seatbelts on school buses which are critical.

1. The NHTSA and the NSTA claim that post 1977 buses utilize the concept of "compartmentalization".
2. The NHTSA and the NSTA claim that "compartmentalization" has been proven in tests to be adequate protection for school children.

Both of these claims are false and are based on misrepresentation and misquotes from studies and tests.

In the paper "The Myth of Compartmentalization, A Deception Which Puts All School Children At Risk," the theory of compartmentalization will be discussed, from its inception at UCLA in 1967 to the final misapplication of the concept to all post 1977 buses.

The National Highway Transportation Safety Administration and the National School Transportation Association quote a number of tests and studies saying that they prove the present school bus seat provides adequate protection for passengers, and that seatbelts are unnecessary and dangerous. Careful examination of these reports reveal the opposite conclusions.

The NHTSA and the NSTA claim that medical opinion is against seatbelts in school buses. They quote one doctor's opinion. That doctor says he has been widely misquoted. Five major medical associations support seatbelts on school buses at this time.

The NHTSA and the NSTA claim that statistically school buses are safer than other modes of transport. It should be noted that statistics involving school bus fatalities and injuries never include accidents which occur on field trips and other extra-curricular activities. The majority of injuries and fatalities occur on field trips.

Some school bus manufacturers say that their post 1977 buses may not be able to withstand seatbelt loads. Federal Standard No. 222 says "The seat is strong enough to take the force of occupants against the seat back if no belts are utilized, or the force of occupants against seat belts if occupants are restrained by belts attached to the seat frame through anchorages provided." These buses apparently do not meet the Federal Standard.

THE MYTH OF COMPARTMENTALIZATION

A DECEPTION WHICH PUTS ALL SCHOOL CHILDREN AT RISK

In the late 1960's the United States Department of Transportation asked the Institute of Transportation and Traffic Engineering at UCLA to undertake a study to find out if crash characteristics of school buses were similar to automobiles and to find out what features of school bus construction cause injury and death during school bus accidents.

The engineers conducted a series of tests and concluded that the major cause of injury in school buses was inadequacy of the bus seat. At that time the seat backs were not padded, were 20" high and had exposed metal bars. The UCLA team determined that a "safety seat" would be the best protection against injuries in school buses.

"An adequately designed, properly structured and anchored high backed contoured (28" or higher well padded back rest) provided with well padded armrests, harness or a lap belt, built into the seat unit with retractable, inertial-lock mechanism, represents the essential features of a safety seat that provides sufficient protection for a bus passenger to sustain, with probably no more than minor injuries, a 30 mph head-on or a 60 mph side and rear end collision as reported in this study."

This was "compartmentalization". Essential to this concept were 28 inch high seat backs, armrests and seatbelts. "Seatback height for all school buses should be at least 28 inches." "High back seats (28 in. or more) greatly contribute to the compartmentalization of passengers thereby reducing the chances of injuries sustained by passengers being hurled against one another, regardless of their size." "Seats having strong but well padded armrests provide important lateral constraint." "During the bus side-impact experiment, it was observed that armrests provided a significant improvement in passenger safety..."

"These bus experiments, the many actual school bus accidents, investigated by the authors, the many types of collision experiments conducted during the past 16 years clearly establish the value in passenger protection of lap belts when used with high back seats. The greatest single contribution to school bus passenger safety is

the high strength, high back safety seat. Next in importance is the use of a three-point belt, a lap belt or other form of effective restraint. These restraints can be added to the safety seat at very little added cost and their presence provides the continuity needed for proper training of youth concerning habitual use of restraints when riding in any vehicle."

The Department of Transportation then asked UCLA to conduct a second series of tests to develop a seat which would provide protection without the use of a seat belt--a passive seat. The resulting safety seat was massive in construction, had a padded side wall, a heavily padded side arm to compartmentalize the passenger in a side collision and the seat back was made of a mesh yielding material which would absorb the impact of crash forces and virtually catch and contain the child. Unfortunately the mesh had to be replaced after every impact, the seat itself was very expensive and because of its size would have greatly reduced the passenger carrying capacity of the bus.

In 1976 legislation was enacted by Congress to require the NHTSA to set standards to upgrade school bus construction. They were specifically instructed to upgrade the inadequate seat. The resulting seat is well anchored and well padded, but is only raised to a height of 24 inches. It fails to protect the average high school student from whiplash in a rear collision and from neck and chest injuries in a frontal collision. There is no padded side wall, no padded side arm or lateral restraint, and there is no seat belt. The NHTSA's Vehicle Safety Standard No. 222 says:

"The standard relies on compartmentalization between well-padded and well-constructed seats to provide occupant protection on school buses."

But there is no compartment. The NHTSA adopted the word "compartmentalization" from the UCLA studies and applied it to a padded bench seat of inadequate height.

MEDICAL OPINION CONCERNING SEATBELTS IN SCHOOL BUSES

The following medical associations strongly endorse seatbelts in school buses:

1. The American Medical Association
2. The American College of Preventative Medicine
3. The American Academy of Orthopedic Surgeons
4. The American Academy of Pediatrics
5. The Physicians For Automotive Safety

The American Association for Automotive Medicine has been misquoted in a number of papers and articles. In a response to one such article, Elaine Petrucelli, Executive Director for the American Association for Automotive Medicine wrote:

"I recently had occasion to see a news clipping from the Depew Herald dated April 14, 1983 on the subject of seat belts on school buses. In that column you mentioned that the American Association For Automotive Medicine advises against securing young children solely by lap belts in either passenger autos or buses. I do not know the source of your information concerning this Association, but the statement you made is absolutely incorrect. We have never taken a position as you stated in the newspaper article. I would appreciate knowing who or what your source of information is so we may correct this erroneous information."

The medical opinions against seatbelts in school buses are limited to that of one doctor, Dr. H. Raof Noer, an orthopedic surgeon. He is quoted as saying that seat belts crush kidneys and rupture bladders and are unsafe for children under eleven years of age.

The Honorable Ed Mehler, Mayor of the City of Lomita, California, before the sub-committee on Commerce and Finance on Bill HR 4137 (The School Bus Safety Act of 1973) said the following:

"When I talked to Dr. Noer regarding his comments, he said he had been widely misquoted. In talking to me he did not say he was opposed to seat belts in school buses, although he felt other safety requirements should be met first, such as adequate strength of bus bodies, better anchorage of seats and a better seat design such as the one recommended by UCLA and escape hatches. He also felt that the seats should be turned around. He stated that if these things were done, he then would recommend seat belts be provided in all school buses."

TESTS AND STUDIES CONCERNING SEATBELTS IN SCHOOL BUSES

The National Highway Transportation Safety Administration and the National School Transportation Association quote a number of tests and studies saying that they prove the present school bus seat provides adequate passenger protection and that seatbelts are unnecessary and dangerous. Careful examination of these reports reveal the opposite conclusions. Even those reports which appear to be against seatbelts in buses stress that more research is needed .

A STUDY RELATING TO SEAT BELTS FOR USE IN BUSES
Southwest Research Institute, San Antonio, Texas
Sponsored by the California Highway Patrol
Printed by the U.S. Department of Transportation 1977

"This program involved a study of farm labor buses, school buses and transit buses in these various categories of new and used buses. The study included visits, inspections and in-depth discussions with bus owners, operators, maintenance personnel, seat manufacturers, belt manufacturers ...

Southwest Research Institute has concluded the study with the recommendation that seat belts not be installed in any category of bus in the State of Calif. until adequate research and design be completed to justify a factual decision in either direction. Sufficient research has not been accomplished to date."

This report was an opinion survey of those persons who do not favor seatbelts in school buses. No tests, experiments or research were conducted in this study.

ACCIDENT DATA ANALYSIS OF VEHICLE CRASHWORTHINESS--TEN PAPERS
Prepared by the U.S. Department of Transportation, National Highway Traffic Safety Administration, April 1981

"The summary cases from the Ultrasystems Inc. report show that the seats and interior panels cause injuries, severity unknown, to the occupants of the school buses. Also, some cases show that the seats dislodged from their mountings due to the severity of the accident."

The National School Transportation Association provides information in their National School Bus Report, Spring 1984 which refers to the UCLA studies done in the late 1960's. They say "UCLA conducted crash sled tests using seat-belted dummies. The greatest injuries occurred to passengers that were seat belted in the bus. The least injuries occurred to passengers who sat unsecured in the bus." "In addition to several studies that have been done, the Institute of Transportation and Traffic Engineering of the University of California, Los Angeles conducted one of the most comprehensive studies on potential school bus passenger injuries. The use of lap belt restraints was discouraged, especially with the low, unpadded seat backs in use at that time." The NSTA has chosen one isolated test of the UCLA report to support their position and has chosen to ignore the conclusions and recommendations of that report.

SCHOOL BUS PASSENGER PROTECTION

by Derwyn M. Severy, Harrison M. Brink, and Jack Bair
Institute of Transportation and Traffic Engineering, University of California,
Los Angeles 1967

- "1. Low back seat units, seatback height less than 28 in., greatly increase chances of injuries during school bus accidents. Seats most commonly encountered in school buses have seatback heights ranging from 18-20 in. These low back units provide no head support except for very young school children and leave the passenger in an extremely vulnerable condition when the vehicle is rear-ended. In addition, for the head-on collision, the lap-belted passenger, even the 3-year-old in some instances pivoted about the belt and struck the top horizontal edge of the low seatback ahead in a manner that applied extremely dangerous forces to the face, neck and chest of the individual."

- "7. For the moderately severe collision exposures reported in this paper, it was established that a well-designed safety seat would protect passengers from sustaining more than minor injuries. It is apparent that far safer seats can be provided on the basis of performance guidelines established by this paper. School districts quite properly specify for purchase of the least expensive, most durable seats available. However considering that school buses are used more than a decade, a higher initial investment that provides greatly improved safety and comfort is money well spent.

8. Seatback height for all school buses should be at least 28 in. High-back seats (28 in. or more) greatly contribute to the compartmentalization of passengers thereby reducing the chances of injuries sustained by passengers being hurled against one another, regardless of their size.

9. Seat belts recommended for safety seats. These bus experiments, the many actual school bus accidents investigated by the authors, the many types of collision experiments conducted during the past 16 years by the authors and investigations by others, clearly establish the value in passenger protection of lap belts when used with high back seats. The greatest single contribution to school bus passenger collision safety is the high strength, high back safety seat. Next in importance is the use of a three point belt, a lap belt or other form of effective restraint. These restraints can be added to the safety seat at very little added cost and their presence provides continuity needed for proper training of youth concerning habitual use of restraints when riding in any vehicle."

BUS COLLISION CAUSATION AND INJURY PATTERNS

by A.W. Siegel and A.M. Nahum of the Trauma Research Group, University of California, San Diego

D.E. Runge , Automobile Club of Southern California, 1971

The National Highway Traffic Safety Administration provided financial support. "The authors wish particularly to single out the assistance given by David Soule of the NHTSA."

Restraint Systems and Seats

"In all cases where an individual is ejected from a seat to strike either the forward seat or other areas within the bus, the passenger injury level is increased. It is, therefore, recommended that the seats be padded and that all buses be equipped with restraint systems capable of being activated by each individual. Restraint within the seat area is essential for injury minimization. Restraint must be coupled with removal or reduction of the hazard of the forward front seat back.

For many years certain public and pupil transportation officials have been presenting arguments against installation of restraint systems in buses, particularly school buses. Some insist that it is too costly to retrofit new seats or to pad upper seat backs. Some say that seat structures are too weak, that restraint system maintenance is too difficult, and that bus discipline would be hampered. In part, these arguments are emotional excuses and have delayed needed injury reducing design changes.

Regardless of the cost and the problems, it can be stated quite categorically that the absence of load-distributing, energy-absorbing seats, coupled with the absence of bus passenger restraint systems has and will continue to be directly responsible for the majority of bus injuries and fatalities."

The following report contains the results of a series of tests performed by and for the National Highway Transportation Safety Administration, U. S. Department of Transportation in 1978. The final report is 151 pages long and in a handwritten format. The author very clearly warns of the biases and limitations of the report and stresses that more research needs to be done. All tests were frontal impacts at speeds of 15-20 mph. Unbelted adult dummies suffered serious impact to neck and throat areas, but the author was only allowed to evaluate head, torso, and knee accelerations as potential injuries. The unbelted 6 year old dummy experienced a "severe spinal whipping" on impact, and "All seats fail the injury criteria at 20 mph. For all seat spacings."

Excerpts from:

SCHOOL BUS PASSENGER SEAT AND LAP BELT SLED TESTS
December 1978 Final Report
Prepared for the U.S. Department of Transportation
National Highway Traffic Safety Administration, Washington D.C.

Abstract: Sled tests were performed to determine the response of dummies in simulated frontal collisions with and without lap belts on both route and activity passenger seats; and the effect of increased spacing of passenger seats on occupant protection..

3.2 Injury Criteria

In the evaluation of the test data of reference, it is necessary to establish a set of restraint performance criteria. These criteria will serve as a basis for judging the restraint effectiveness for a given impact event. In this study, the criteria summarized in Table 1 were assumed (head, torso and knee acceleration forces only). It should be noted that these criteria are not all inclusive. That is, there are other potentially harmful body loadings that are not covered by Table 1. This became very apparent when viewing the high speed film documentation of the sled tests... resulted with the dummy impacting the seat back with its throat. There are no currently established injury criteria for this body loading. Another example is reflected in Test #27 (it is apparent in many other tests as well). Of particular interest here is the response of the child dummy (unbelted). Because the knee padding was quite stiff, the dummy's hip was stopped abruptly (relative to the sled) allowing the torso to rotate until the head made contact with the seat back, Once the head made contact with the seat back a violent whipping set in the dummy's spine as it attempted to "beam" the inertial loads of the torso to the knee and head contact points. It is not known if this "whipping action" is unique to the dummy structure or is evidence of a real injury problem. Regardless, there are no existing injury criteria to cover this potential injury mode.

4.0 Evaluation and Discussion of Test Data

The first rather obvious observation that can be made of the data is that the Ward seat appears to greatly outperform the Thomas seat in head protection. However, based on the discussion in section 3.0 there are a number of factors affecting the head response of the dummies. Some of these factors; eg. head contact geometry) can lead to other potential injury modes which are not covered by acceleration and force measurements (eg. impacts to the throat.) One key observation that can be made of the data in Table 4 is that there are distinct differences in the head contact geometry between the two seat configurations. These differences appear to be more predominate for the unbelted dummies. ...for the Thomas seat, the head contacted solidly to the mouth and chin whereas for the Ward seats a grazing blow to the dummy's chin results (ie primary blow is taken by the dummy's neck and throat). Thus, other things being equal, the head acceleration can be expected to be higher for the Thomas seat for these test runs. Comparison shows that, ingeneral, the use of the lap belts do not reduce the peak head accelerations but in fact, in most cases, actually cause an increase in peak accelerations. Table 4 indicates that this increase is probably due to the head contact point moving up on the dummy head with the use of the seat belts. It may also be due to the redirection of the head impact into the stiff axis of the seat back structure.

4.1.2 Dummy Torso Response Evaluation

2. The effect of use/non use of lap belts on torso response is insignificant.

4.1.3. Dummy Knee Response Evaluation

4. Use of belts has a decreasing effect on the dummy's knee loading for both seat configurations.

4.1.4 Compartmentalization Evaluation

Compartmentalization is defined herein as the percentage of the dummy remaining within a reference volume during and following impact. The data shows that in general a belted dummy receives more containment than an unbelted dummy both during impact and rebound. It should be noted that all of the sled tests conducted were normal (0) frontal impacts. It is expected that compartmentalization will be somewhat sensitive to the obliqueness, or angle, or impact (this will be especially true for the unbelted dummy).

4.2.1.1 50th Percentile Adult Dummy

2. The difference in the acceleration response between the Wayne/ Carpenter seats and the Blue Bird seats appear to be due to the differences in the head/seat-back contact geometry. (see Table 8). Table 8 shows that the shorter seats (Wayne and Carpenter) result with impacts to the neck and upper chest of the dummies. This results with lower head accelerations due to the relatively "soft" loading point and the longer head stroke caused by the head rotating over the seat back during impact. The Blue-Bird seat results with impacts directed to the chin and mouth of the dummy (a much more solid blow, causing higher head accelerations).

* As explained later, the low accelerations are a result of a "softer" blow to the neck of the dummy. It remains to be proven that this loading is non-injurious.

- 3.0 The effect of the use of seat belts on head acceleration appears to be insignificant for the Wayne and Carpenter seats (approximately a 20% increase in peak head accelerations.. still well below the design limit). However, the Blue Bird seat appears to show a significant decrease in head accelerations due to the use of seat belts (Figure 16a). This can be explained by looking at Test #38 Table 8 (note 4 indicates floor attachment tore). The noted structural failure could have caused the noted decrease.

4.2.1.2 6 Yr. Child Dummy

1. All seats satisfy the injury criteria at 15 mph impacts.
2. All seats fail the injury criteria at 20 mph. For all seat spacings.

4.2.2.2 6 Yr. Child Dummy

The following observations can be made...

1. The Wayne and Carpenter seats appear* to satisfy the torso injury criteria for both 15 mph and 20 mph impacts. The Blue Bird seat appears* to provide adequate torso protection to 15 mph.
2. Impact speed has a greater, increasing effect on the child dummy as compared to the adult.

* High speed film coverage show that the child dummy's spine undergoes a severe spinal whipping from the "beaming" of the torso inertial loads to the head and knee contact points. There are no currently established criteria for this potential injury mode.

5.0 Conclusions and Recommendations

1. Lap belts do not appear to have a significant effect on the response characteristics of a 50th percentile adult male dummy, for the the test conditions considered herein.
2. Seat spacing appears to have only a minor effect on the response characteristics of the adult dummy and only a slightly higher effect on the child dummy.
3. The head response of the adult dummy appears to be dictated by the head/seat back contact geometry. Impacts to the neck and throat of the dummy appear to offer the greatest protection from head accelerations. However, ths injury potential of this loading configuration has yet to be determined. FURTHER STUDY IS NEEDED..
4. Impacts involving the child dummy show a severe spinal whipping which seems to be caused by the "beaming" of the torso inertial loads to the head and knee contact points (generally the child dummy's torso does not contact the seat back padding during impact). It is not known if this spinal whipping phenomenon is unique to the dummy structure or if it represents a real injury threat. Additional studies are needed to investigate this area.

note: all emphasis is author's own.

March 5, 1985

Representative Mike Miller
Pouch V
Juneau, Alaska 99811

Dear Representative Miller;

I would like to commend you on introducing House Bill No. 224, for requiring the use of safety devices in motor vehicles. There is no question that many lives will be saved with the mandatory use of seat belts.

I do note, however, that under subsection (c) (1) that passengers in a school bus are exempt from this requirement. I feel that such an exemption for school buses will result in a negative re-inforcement of the seat belt law. Children who from infancy have ridden in child restraints, step onto the school bus and find no safety devices what-so-ever.

Perhaps you have already heard the arguement put forth by the school bus industry, that school buses are the safest vehicle on the road. They claim fewer than 100 deaths since 1977. That figure is not realistic because no deaths which occur on school field trips are included in these statistics. Thousands of injuries occur on school buses every year, most of which are serious head injuries, and most of which would have been preventable with seatbelts.

During the last eight months I have thoroughly researched the subject of seatbelts on school buses. I have coalesed the information into a fairly concise format and have included a copy for you to examine. I hope that you will find the information useful in assessing the value of seatbelts on school buses.

Please be aware that if any school bus manufacturer should claim that their school buses would not be able to withstand the stress of seatbelt loads, then they are admitting that their buses do not meet Motor Vehicle Safety Standard No. 222 which states:

"The seat is strong enough to take the force of occupants against the seat back if no belts are utilized, or the force of occupants against seat belts if occupants are restrained by belts attached to the seat frame through the anchorages provided."

If any post-1977 bus cannot withstand seatbelt loads, then it is substandard and should be recalled and taken off the road.

Please amend subsection (c)(1) to read:

"passengers in a school bus purchased before January 1986;"

I am working with Senator Vic Fischer's office on a bill which would require that all new school buses purchased by the state or contracted for by the state must have seat belts and 28 inch high seat backs.

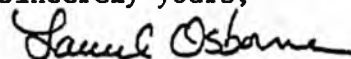
This is a very important issue which will soon be receiving much attention both statewide and nationally. I just received a letter from Governor Sheffield

supporting seatbelts on school buses. I have enclosed a copy of this letter for your information. If you have any questions, please feel free to contact me. As I will be out of the country from March 21 to May 8 another Alaskan contact is my co-coordinator Bridget Ernst.

135 Cityview Ave.
Homer, Alaska 99603
235-7240

Thank you very much for your time and I hope you will pursue this issue.

Sincerely yours,



Laurel Osborne
Regional Co-coordinator
National Coalition For
Seatbelts on School Buses
Box 225
Galena, Alaska 99741
656-1345

Buckling up saves lives

Rep. Mike Miller, D-Juneau, wants to add Alaska's name to the list of states that require automobile passengers to wear seat belts. "It's real simple," Miller says of his proposal. "It saves lives."

The automobile has brought Americans undreamed mobility and opportunity since it was introduced at the turn of the century. But there is a darker side to the story. About 2.5 million Americans have been killed in automobile accidents during the past 80 years. Another 7.5 million people have suffered injuries. Last year, 134 Alaskans were killed and 7,000 more were injured.

Preliminary figures from New York, which began enforcing seat belt requirements in January, suggest the seat belt law there will save 450 to 500 lives in 1985 and \$250 million in health insurance and hospital costs, workers' compensation payments and legal fees — costs paid, in the end, by all of us.

That's a convincing case for seat belts. The need for extra legal encouragement is underscored by the fact that only one in nine Americans voluntarily buckled up before state requirements were introduced.

Required seat belts can and should help save lives in Alaska, too. They would surely reduce the terrible cost of treating the victims of highway carnage. Even Alaskans who don't become involved in accidents pay millions annually for insurance premiums and the cost of responding to auto injuries. A law encouraging Alaskans to buckle up is the easiest, cheapest and most effective thing we can do to bring safer streets and reduced highway safety costs.

3/25/85 Daily News

Q.

Should Alaska require use of seat belts?

just as dead and they never even had a choice. — David Hart

A. Most people don't use seat belts

Should Alaska require mandatory use of seat belts? No. Even though it can easily be shown that seat belts save lives and reduce injuries in accidents it can also be shown that most people do not use them. Even in New York where their use is required, it is estimated that only 70 percent of the people comply with the law. Clearly some other means of protection is needed if one is truly concerned with safety.

The U.S. Government has decided that autos must automatically prevent serious injury and death in collisions below 30 mph. Ten percent of all cars sold after Sept. 1, 1984 must meet this requirement. The next year 25 percent of all vehicles sold must meet this requirement and by 1988 it becomes 40 percent. By 1989 every new car must meet this requirement. To comply with this, auto makers may use air bags, automatic seat belts, or some other form of automatic protection.

I would rather have 100 percent of all new cars equipped with automatic protection thereby eliminating any chance of not using a seat belt. If, however, two-thirds of the U.S. population enact mandatory seat belt laws by April 1, 1989, the auto maker does not have to provide their automatic protection. Until I have a car with automatic protection I will use my seat belts sometimes, but not every time. — Lee Plummer

A. Don't let legislators control you

Do we need a mandatory seat belt law? How many laws will we allow to be passed for our safety? Does the legislature really care for our safety? Does the legislature really care for our safety or do they want a better grip on our lives?

There is presently a law requiring us to buckle in our children. Have you looked inside the buses your precious little loved ones ride to school? Does it have seat belts? Is this in violation of the law or did they exempt themselves from their own law? I can receive a fine for driving my kids downtown without their seat belts on, is it all right to take the city bus that does not even provide seat belts? Is this an example of government concern for our safety?

I am sure this bill was spurred by federal government's air bag requirement unless two-thirds of the U.S. population is covered by state seat belt laws. Where is their concern for the other third?

Your legislature is supposed to represent you. Write yours to advise him of your opinion. Don't let them control you. — B.J. Huffman

A. Time better spent outlawing abortions

If the legislature is truly serious about saving lives they would be well advised to work to outlaw abortions and leave seat belts alone. After all, the victims of abortion are

A. People should make own choice

Freedom of choice and the willingness to accept the consequences of one's actions must dominate discussions of a mandatory seat belt law in Alaska. That states like New York, New Jersey and Illinois have enacted similar legislation is probably as good a reason not to have a mandatory seat belt law as most Alaskans will require.

I personally believe that the current law requiring that children wear seat belts is appropriate... so how come school buses don't have seat belts. I wear a seat belt all the time and encourage my friends to wear them, but I don't want the government to put them in jail or take their money if they choose not to.

The story is always the same. Whenever government attempts to protect individuals from everything that could harm them, they create more problems than they solve.

"Should Alaska require mandatory use of seat belts in cars?" No. — Chuck Hutchins

A. Belted people walk away from wrecks

The Southern Region Emergency Medical Services Council, Inc., a nonprofit corporation which promotes improved emergency medical care in Southeastern and western Alaska, supports HB 224 which requires all occupants of a motor vehicle to buckle their seat belts.

It should be obvious why we support the seat belt requirement. EMS witnesses the lifesaving capacity of seat belts on a daily basis. Quite simply, belted people walk away from wrecks where unbelted people don't.

This is a fact to which even the opponents of the legislation will admit.

We believe the state should step in because as a society we have known of the benefits of seat belts for 30 years. We have even had them in our cars for that long. Nevertheless, the majority of drivers and passengers still do not use them every time they get into their cars.

Until the law passes, your local ambulance service pleads with you to buckle yourself up every time you get in a car and insist that your passengers do also. And more importantly, restrain your children in a car seat and insist that your older children buckle up themselves.

Jerome Selby, chairman Board of Directors

A. Not wearing seat belts costs billions

It never ceases to amaze me how people will make countless excuses for not wearing their seat belts.

The personal freedom advocates really amuse me. They forget that driving is a privileged extended to them and not their right. Stoplights, stop signs, speed limits and other regulations are generally adhered to without our "personal freedoms" being violated. I don't want a good law rejected for fear of Big Brother.

Those whose stupidity exceeds only their ignorance have created a need for this law. Billions are wasted annually on unnecessary medical costs, not to mention the personal grief from injury and death. — Kevin W. Ramsdell

A. We all pay for those not buckling up

I support the passage of a mandatory seat belt law in Alaska. And while I am also a supporter of individual liberty I don't feel that individuals have a right to engage in behavior which adversely affects me or anyone else.

You may ask yourself "how does my becoming seriously injured because I didn't have a seat belt on affect anyone other than myself?" Well, if an insurance company or government pays the medical bills then you are forcing us all to pay either higher insurance premiums or more taxes. And because almost no one pays their own hospital bills these days, and just about all of us are paying for the irresponsibility of those who choose to not wear their seat belt.

Well I'm tired of paying for other people's unnecessary deaths and injuries through my insurance premiums and taxes! — Tom Scott

A. EMT never unbuckled a dead person

For the last four years I have been an emergency medical technician (EMT) in the State of Alaska. During that time I have never had to unbuckle the seat belt of a person that died in a motor vehicle accident. Not only should seat belts be mandatory for private vehicles but they should also be installed in all school buses and public transportation. Attached to this bill should be a mandatory helmet law as well as a law requiring all users of 3-wheelers and snowmobiles under the age of 16 to complete an eight hour safety course. Alaska is the only state in the country that has accidents as the number 1 cause of death. Let's all start doing something about this alarming statistic. — Russ Galdes

A. Others affected by not wearing a seat belt

The current seat belt legislation in the House has my total support. I have worked in a supporting role in emergency medical services for eight years and know well how a person's "right" to not wear a seat belt can affect others — the EMTs, paramedics, nurses and physicians who have to care for victims of violent trauma, as well as the families of those same victims.

As a 37 year resident of Alaska, I understand well the mentality that "demands" its personal freedoms, and I can't buy this one. It's time to legislate the wearing of seatbelts. — Beckie Broiles

A. Seat belts do help save lives

I think the state should require the use of seat belts in cars because it helps save lives. Many people die each year because they don't wear seat belts. Many people live if they do wear seat belts. The chances of surviving a real bad accident without wearing a seat belt are slim. — Kristine Olson Fifth Grade Mountain View Elementary School

A. Law would only be one more intrusion

I feel that a mandatory seatbelt law is another onerous intrusion by groups such as the insurance lobby, the moral majority, H.A.D.D., and others on the tenuous fringe still trying to legislate morality. I suggest that we pass legislation making it mandatory for citizens to purchase and carry umbrellas at all times. If it prevents even one case of pneumonia a year, it's worth it. It's for our own good. Since Alaskans apparently are without integrity or common sense, we'd better assure our spineless survival by codifying, registering and inspecting everything.

Seatbelts indeed. Save me. — A.S. Faithful

A. Alaska already has too many laws

Mandatory use of seat belts? I think Alaska already has too many laws. The objective of seat belts is to save lives. What is wrong with dying? It's quite popular. People are doing it every day and there is a lot less suffering in a car accident than with cancer, etc.

Seat belts are a good idea but if you think they are a good idea then wear them. Brushing your teeth is good for you. Maybe we ought to have a law that a person must brush his teeth at least once a day. Sellers of tooth paste and tooth brushes would love that. Maybe they will sponsor such a law. — E.C. Foltz

A. Requirement takes away freedom

I feel Alaska should not require mandatory use of seat belts in cars. I feel that the constitution takes away the freedom that the constitution promises. If someone wants to take the chances of possibly flying through a windshield or breaking parts of their body on the dashboard or the steering wheel, they won't wear their seat belts. If someone wants to reduce possible chances of doing these things, they will wear their seat belts. — Dwight Bonner

Fifth Grade Mountain View Elementary School

A. Seat belts shouldn't be forced on us

No! We should not be "required" to wear seat belts. If we decide otherwise, we are not senseless individuals that need some over zealous legislator to make up laws that protect us from ourselves.

Granted, seat belts are a good idea but, should the decision to wear them be forced upon us by some over protective government? — Einar J. Norheim

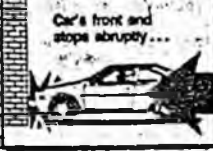
A. Not wearing seat belts is stupid

Nobody has the right to die in public, while I or my children witness, just because they were too stupid, too lazy, or too cool to use their seat belts. — Jay Sullivan

Crash 1

Car takes 1/10 of a second to come to a complete halt after 30 mph crash.

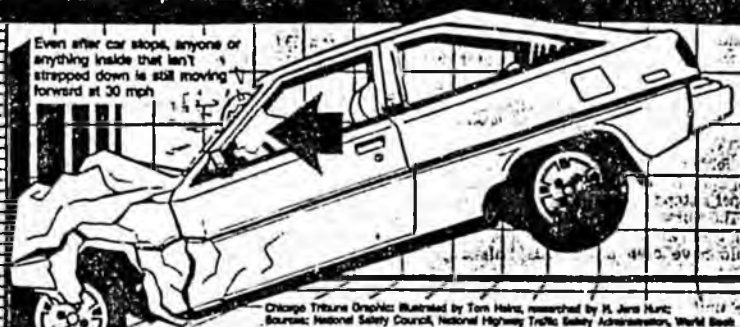
Head-on collision



... but rest of car continues forward, crushing front and



Even after car stops, anyone or anything inside that isn't strapped down is still moving forward at 30 mph



Chicago Tribune Graphic. Illustrated by Tom Heins, researched by K. Jane Hunt. Sources: National Safety Council, National Highway Traffic Safety Administration, World Book.

BATTLE TO BUCKLE IN ALASKANS

By ANN CONY
Daily News reporter

JUNEAU — Rep. Mike Miller, D-Juneau, says a bill he has introduced that would require drivers and passengers to wear seat belts has just one goal: To reduce carnage on the streets and roads of Alaska.

"It's real simple," Miller said. "It saves lives."

In Alaska 134 people died in traffic accidents in 1984, and an estimated 7,000 people were injured, according to state troopers.

There has been a demonstrable reduction in traffic deaths in other countries that require people to wear safety belts, Miller said.

In Great Britain, for instance, fatalities have dropped 23 percent and injuries have dropped 26 percent since 1983, when a mandatory seat belt law went into effect there, according to research done by Miller's staff.

"You don't know whose life you'll save," Miller said, "but you will save lives."

"Mike is quite right. Buckling up will save lives," said Andre Marrou, the legislature's only Libertarian.

"I always wear seat belts," Marrou said. "However, we should not be forcing people to wear seat belts to save their own lives, any more than we should force motorcycle drivers to wear helmets. It makes about as much sense as a law prohibiting suicide."

Miller's bill is scheduled tentatively for its first committee hearing a week from Tuesday before the House State Affairs Committee.

If the bill is approved, failure to buckle up would be treated as a traffic infraction, and violators could have demerit points assessed against their driving record.

Miller said he envisions fines comparable to parking tickets, though the exact amount of fines would be left to the courts to decide, but it would be within the range of \$10 to \$300 prescribed by law for traffic violations.

"You want it to have enough of a bite, but on the other hand you don't want it to be oppressive," he said.

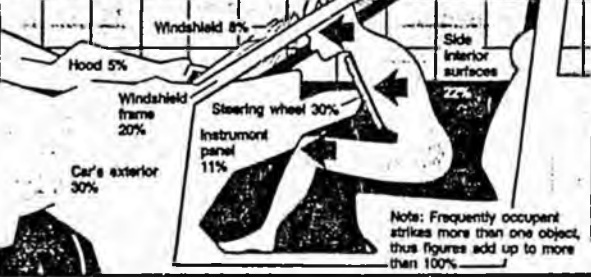
With Miller's bill, Alaska becomes the 44th state to consider a mandatory seat belt law for adults, according

Crash 2

1/50 of a second after car halts, unbelted passenger is still moving. Knives hit dashboard, chest slams steering wheel and head strikes windshield; unbelted occupant takes only 1/100 of a second to stop.

Killers in your car

In percent of unbelted passengers fatally injured during Crash 2



Note: Frequently occupant strikes more than one object, thus figures add up to more than 100%



Passenger wearing lap belt only
Person's upper torso and head continue forward but belt restrains lower body, dispersing deceleration across hips; head may strike dashboard but injury should be less serious



Passenger wearing lap-shoulder belt
Being fastened to auto frame allows passenger to ride down the collision's force by taking advantage of car's slower stop as it crushes the front end—there is no human crash.

Chicago Tribune Graphic. Illustrated by Tom Heins, researched by K. Jane Hunt. Sources: National Safety Council, National Highway Traffic Safety Administration, World Book.

to Paul Doyle, a research analyst with the National Conference of State Legislatures in Denver.

Every state except Wyoming now has a similar law for infants and young children.

Laws requiring drivers and adult passengers to wear seat belts have gone into effect in the last few months in New York and New Jersey. A similar law will be enforced in Illinois beginning in July. Legislatures in Michigan and Missouri also have passed seat belt bills, which the governors of those states are expected to sign soon, Doyle said.

In New York, use of seat belts for all drivers, front-seat passengers and children under the age of 10 became mandatory Dec. 1, and enforcement began Jan. 1.

According to preliminary figures, traffic deaths for the month of January were down 38 percent compared to January of last year and down 45 percent compared to the average for the month of January during the previous five years, said George Filteau, a spokesman for the Department of Motor Vehicles.

He emphasized that the figures for January 1985 are preliminary, but there is a clear indication that the law is saving lives.

The DMV estimates that about 70 percent of drivers and passengers in New York are complying with the law, Filteau said.

"There's been resistance. The opponents have been

loud and vocal," he said. But public opinion surveys conducted in October showed 64 percent of New Yorkers favored the law, he added.

Before the law went into effect, the state estimated that a 50 percent compliance rate would save between 300 and 400 lives a year, eliminate or reduce the severity of 72,000 traffic injuries and save \$250 million a year in health insurance costs, hospital costs, workers' compensation and the cost of responding to traffic accidents involving death or injury, Filteau said.

Now the state estimates that if the January trend continues, 450 to 500 lives will be saved a year, he said.

Because police are enforcing the seat belt law in the course of enforcing other traffic violations, the cost of enforcement is far less than the savings anticipated from the seat belt law, Filteau said.

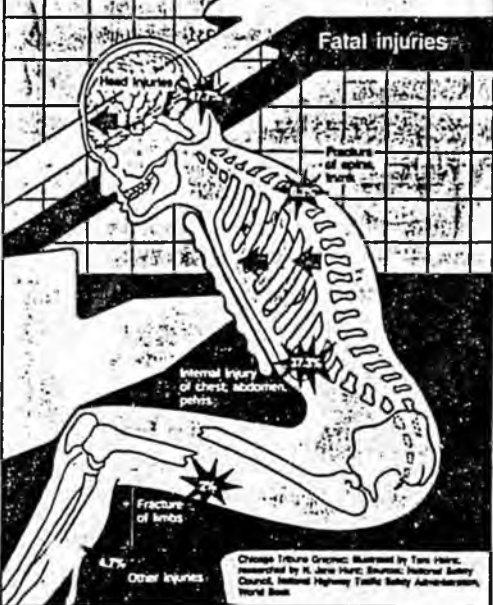
While Miller said he is only interested in saving lives, much of the impetus for mandatory seat belt laws in the Lower 48 has come from the auto industry.

Last year, the Reagan administration announced that auto manufacturers will be required to equip new cars with air bags, or other passive restraints beginning in 1989 unless states representing two-thirds of the U.S. population enact mandatory seat belt laws.

In the Lower 48 the big question among the states is

Crash 3

Like unbelted passenger striking car's interior, that person's vital organs collide with outer frame of body: Brain slams skull, heart strikes rib cage, spine slaps heart.



Fatal injuries

Chicago Tribune Graphic. Illustrated by Tom Heins, researched by K. Jane Hunt. Sources: National Safety Council, National Highway Traffic Safety Administration, World Book.

by police
re robbery
all 274-stop
Jan. 28, a man entered
cunin View Drive and
dine to the note, another
gun and would shoot the

Continued from Page C-1

unlikely to have much effect on the two-thirds requirement, meaning the auto industry is not likely to concentrate much, if any, of its lobbying efforts in Alaska, Miller and others agreed.

Here the debate is likely to be limited to the issue of seat belts and safety versus civil liberties.

Marrou said the law enacted in Alaska last year requiring parents to buckle up infants and young children makes some sense because youngsters may not be able to make an informed decision to protect their own safety without guidance from adults. But the government has no

"We should not be forcing people to wear seat belts to save their own lives."

— Rep. Andre Marrou

"You don't know whose life you'll save, but you will save lives."

— Rep. Mike Miller

business forcing adults to wear seat belts, he said. "It's really not the state's job to do that."

If the government were in the business of forcing adults to take care of themselves, it could forbid them from going barefoot at home as a means of guarding against colds, he said.

Miller said he doesn't think his bill is so outrageous. "I think it's very reasona-

whether to conform to federal guidelines and contribute to the two-thirds needed to nullify the air bag requirements, Doyle said.

Like some representatives in other states, Miller said he would like to see both man-

datory seat belt laws and air bags.

But since Alaska's population is so low compared to other states, the outcome of seat belt legislation here is

See Page C-3, SEATBELTS

has the right to risk their own life and limb at a cost of \$250 million a year," he said.

Marrou said he agrees that government shouldn't pay hospital bills and other costs for people who are injured in car accidents when they weren't wearing seat belts.

Both Miller and Marrou give the mandatory seat belt law 50-50 chances of being approved by the 14th Legislature.

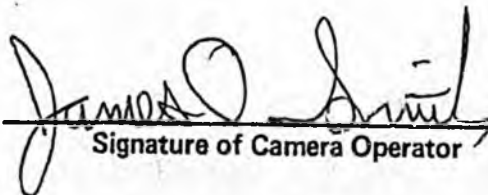
"I'm hoping it can move right along," Miller said. "It's not very complicated. Either you think it's a good idea or not. Either you're in favor of saving lives and you're not for it, or you think it infringes on civil liberties so you're against it."

Page Daily News
hood



RECORDS CERTIFICATION

I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.


Signature of Camera Operator


Date

HB

228

HOUSE STATE AFFAIRS COMMITTEE

Bill Number 228 Title Retirement Benefits for Part Time Date Rec'd _____
TEACHERS

Fiscal Note	Position Paper	Date requested	From	Amount	Date Rec'd Note	Paper
DOR			Retirement		/	

CONTACTS

BACKUP LIST

Sund: Kubby x 4920
 Humphreys: Retirement

DOR F-note
 Sund Analysis

HEARING INFORMATION

tentative 3/18 Monday
 heard 3/29/85 passed

NOTES:

* 20 teachers in Ketch. wrote letter
 reason for the Ketch & subica
 discussed w/committee 3/7

NEA Bob Cooksey left msg. 3/19 3/22 Sund's says NEA latest
 3/22 CS to be drafted w/ Sund am.

FINAL ACTION

OUT 3/29/85

COMMITTEE REPORT

4/3

HOUSE

HEALTH, EDUCATION & SOCIAL SERVICES

(7)

FURTHER: FINANCE

2/22/85

Date: March 29, 1985

Mr. Speaker:

The Committee on STATE AFFAIRS has had HB 228

"An Act relating to retirement benefits for part-time teachers."

under consideration and reports it back as follows:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for HB 228 (SA) same title
- and recommends _____ new title
- AND attaches a "Letter of Intent" New Fiscal Note Supp
- reports it back without ^{endorsement} recommendation Zero Fiscal Note Attached
- referred to the _____ Committee

MEMBERS SIGNING
DO PASS

[Signature]

W. M. W. W.

[Signature]

MEMBERS HAVING
OTHER RECOMMENDATIONS:

[Signature]

[Signature]

[Signature]
CHAIRMAN

Original sponsors: Sund, Davis,
M.M. Miller, et al

1 IN THE HOUSE BY THE STATE AFFAIRS COMMITTEE
2 CS FOR HOUSE BILL NO. 228 (State Affairs)
3 IN THE LEGISLATURE OF THE STATE OF ALASKA
4 FOURTEENTH LEGISLATURE - FIRST SESSION
5 A BILL

6 For an Act entitled: "An Act relating to retirement benefits for part-time
7 teachers."

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

9 * Section 1. AS 14.25.110(a) is amended to read:

10 (a) A member is eligible for a normal retirement benefit if the
11 member

12 (1) was first hired before July 1, 1975, has attained the
13 age of 55 years, and has at least 15 years of credited service, the
14 last five of which have been membership service;

15 (2) has attained the age of 55 years and has at least eight
16 years of membership service;

17 (3) has attained the age of 55 years, has at least five
18 years of membership service, and has at least three years of Alaska
19 BIA service;

20 (4) has at least 25 years of credited service, the last
21 five of which have been membership service;

22 (5) has at least 20 years of membership service; [OR]

23 (6) has at least 20 years of combined membership service
24 and Alaska BIA service, the last five of which have been membership
25 service; or

26 (7) has at least one-half year of membership service as a
27 part-time teacher for each of 20 school years.

28 * Sec. 2. AS 14.25.220(39) is amended to read:

29 (39) "vested member" or "vested teacher" means an active

1 member who has completed either

2 (A) 15 years of service, the last five of which have
3 been membership service, for a member first hired before July 1,
4 1975; [OR]

5 (B) eight years of membership service; [OR]

6 (C) five years of membership and three years of BIA
7 service; or

8 (D) one-half year of membership service as a part-time
9 teacher for each of eight school years;

STATE OF ALASKA 1985 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date:

Page 1 of 2

REQUEST

Bill/Resolution No.: HB 228

Title: "An act relating to retirement benefits for part-time..."

Sponsor: Sund

Requestor: Sund

Date of Request: 2/21/85

FISCAL DETAIL

University of Alaska

Agency Affected: Department of Education

Program Category Affected: Elementary & Secondary Education

BRU, Program or Subprogram(s) Affected:

TRS State Match

EXPENDITURES/REVENUES: (Thousands of Dollars)

Operating	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
100 Personal Svcs						
100 Rtmnt & Bnfts		2.1	2.3	2.4	2.6	2.9
200 Travel						
300 Contractual						
400 Supplies						
500 Equipment						
600 Land & Struct						
700 Grants, Claims						
700 TRS Match		12.5	13.5	14.6	15.7	17.0
TOTAL OPERATING	-0-	14.6	15.8	17.0	18.3	19.9

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND		14.6	15.8	17.0	18.3	19.9
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	14.6	15.8	17.0	18.3	19.9

POSITIONS: -0- -0- -0- -0- -0- -0-

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

Prepared By: J.K. Humphreys, Director, Phone: 465-4470
 Division: Retirement & Benefits Date: 2/26/85

Approved by Commissioner: Lisa Rudd Date: 2-27-85
 Agency: Department of Administration

Distribution (by Agency preparing fiscal note):
 Legislative Finance
 Legislative Sponsor
 Requestor
 Office of Management and Budget
 Impacted Agency(ies)

House Bill 228
Fiscal Note Analysis
Prepared by Division of Retirement & Benefits
Department of Administration

February 26, 1985

IV Analysis: Passage of this bill would allow a member with 20 years of membership service in the Teachers' Retirement System (TRS) as a part-time teacher to retire with a normal benefit.

To fund this bill, the state TRS contribution rate would increase by .003% in FY 86. The state TRS payroll is estimated to be \$71,490,744 in FY 86 and to increase by 8% each year thereafter. The TRS State Match contribution would increase by .003% in FY 86. The TRS State Match salary is estimated to be \$416,297,654 for FY 86 and to increase by 8% each year thereafter.

The State cost of \$14.6 is calculated as follows:

The increase in TRS contribution rate (.003%) times the estimated FY 86 State TRS salaries (\$71,490,744.00) equaling	\$ 2,100.00
Plus the increase in TRS State Match contribution rate (.003%) times the estimated FY 86 State Match Payroll (\$416,297,654.00) equaling	<u>\$12,500.00</u>
Total FY 86 estimated cost	<u>\$14,600.00</u>

We have also estimated that School Districts costs would increase as follows:

<u>FY 86</u>	<u>FY 87</u>	<u>FY 88</u>	<u>FY 89</u>	<u>FY 90</u>
10.3	11.1	12.0	13.0	14.0

Passage of this bill would result in a .01% decrease in the TRS Funding ratio and would increase the present value of the TRS unfunded liability by \$138,000.

STATE OF ALASKA 1985 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date:

Page 1 of 2

REQUEST

FISCAL DETAIL

University of Alaska

Bill/Resolution No.: CSHB 228 (S.A.)

Agency Affected: Department of Education

Title: "An Act relating to retirement benefits for part-time..."

Program Category Affected: Elementary & Secondary Education

Sponsor: State Affairs

BRU, Program or Subprogram(s) Affected:

Requestor: State Affairs

TRS State Match

Date of Request: 4/1/85

EXPENDITURES/REVENUES: (Thousands of Dollars)

Operating	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
100 Personal Svcs						
100 Rtmnt & Bnfts		70.1	75.8	81.8	88.3	95.4
200 Travel						
300 Contractual						
400 Supplies						
500 Equipment						
600 Land & Struct						
700 Grants, Claims						
700 TRS Match		408.0	440.6	475.9	514.0	555.1
TOTAL OPERATING	-0-	478.1	516.4	557.7	602.3	650.5

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND		478.1	516.4	557.7	602.3	650.5
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	478.1	516.4	557.7	602.3	650.5

POSITIONS:	-0-	-0-	-0-	-0-	-0-	-0-
------------	-----	-----	-----	-----	-----	-----

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

J.K. Humphreys

Prepared By: J.K. Humphreys, Director
Division: Retirement & Benefits

Phone: 465-4470
Date: 4/1/85

Approved by Commissioner: Lisa Rudd
Agency: Department of Administration

Date: 4/2/85

- Distribution (by Agency preparing fiscal note):
- Legislative Finance
 - Legislative Sponsor
 - Requestor
 - Office of Management and Budget
 - Impacted Agency(ies)

CS House Bill 228 (State Affairs)
Fiscal Note Analysis
Prepared by Division of Retirement & Benefits
Department of Administration

April 1, 1985

IV Analysis: Passage of this bill would allow a member with 20 years of membership service in the Teachers' Retirement System (TRS) as a part-time teacher to retire with a normal benefit. It would also allow a member with part-time service in eight different calendar years to become vested in the TRS.

To fund this bill, the state TRS contribution rate would increase by .098% in FY 86. The state TRS payroll is estimated to be \$71,490,744 in FY 86 and to increase by 8% each year thereafter. The TRS State Match contribution would increase by .098% in FY 86. The TRS State Match salary is estimated to be \$416,297,654 for FY 86 and to increase by 8% each year thereafter.

The State cost of \$478.1 is calculated as follows:

The increase in TRS contribution rate (.098%) times the estimated FY 86 State TRS salaries (\$71,490,744.00) equaling	\$ 70,100.00
---	--------------

Plus the increase in TRS State Match contribution rate (.098%) times the estimated FY 86 State Match Payroll (\$416,297,654.00) equaling	<u>\$408,000.00</u>
--	---------------------

Total FY 86 estimated cost	<u><u>\$478,100.00</u></u>
----------------------------	----------------------------

In addition to the State's costs above, School Districts costs would increase as follows:

FY 86	FY 87	FY 88	FY 89	FY 90
<u>\$337.9</u>	<u>\$364.9</u>	<u>\$394.1</u>	<u>\$425.7</u>	<u>\$459.7</u>

Passage of this bill would result in a .31% decrease in the TRS Funding ratio and would increase the present value of the TRS unfunded liability by \$3,263,000.

STATE OF ALASKA 1985 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

Page 1 of 2

REQUEST	DRAFT	FISCAL DETAIL	University of Alaska
Bill/Resolution No.:	CSHB 228 (S.A.)	Agency Affected:	Department of Education
Title:	"An Act relating to retirement benefits for part-time..."	Program Category Affected:	Elementary & Secondary Education
Sponsor:	State Affairs	BRU, Program or Subprogram(s) Affected:	TRs State Match
Requestor:	State Affairs		
Date of Request:	3/29/85		

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
Operating						
100 Personal Svcs						
100 Pmnt & Bnfts		70.1	75.8	81.8	88.3	95.4
200 Travel						
300 Contractual						
400 Supplies						
500 Equipment						
600 Land & Struct						
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700 TRS Match		408.0	440.6	475.9	514.0	555.1
TOTAL OPERATING	-0-	478.1	516.4	557.7	602.3	650.5
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
GENERAL FUND		478.1	516.4	557.7	602.3	650.5
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	478.1	516.4	557.7	602.3	650.5

POSITIONS:

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

Prepared By: J.K. Humphreys, Director Phone: 465-4470
Division: Retirement & Benefits Date: 3/29/85

Approved by Commissioner: Lisa Rudd Date: _____
Agency: Department of Administration

Distribution (by Agency preparing fiscal note):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)

Draft House Bill 228
Fiscal Note Analysis
Prepared by Division of Retirement & Benefits
Department of Administration

February 26, 1985

IV Analysis: Passage of this bill would allow a member with 20 years of membership service in the Teachers' Retirement System (TRS) as a part-time teacher to retire with a normal benefit. It would also allow a member with part-time service in 8 different calendar years to become vested in the TRS.

To fund this bill, the state TRS contribution rate would increase by .098% in FY 86. The state TRS payroll is estimated to be \$71,490,744 in FY 86 and to increase by 8% each year thereafter. The TRS State Match contribution would increase by .098% in FY 86. The TRS State Match salary is estimated to be \$416,297,654 for FY 86 and to increase by 8% each year thereafter.

The State cost of \$478.1 is calculated as follows:

The increase in TRS contribution rate (.098%) times the estimated FY 86 State TRS salaries (\$71,490,744.00) equaling	\$ 70,100.00
---	--------------

Plus the increase in TRS State Match contribution rate (.098%) times the estimated FY 86 State Match Payroll (\$416,297,654.00) equaling	<u>\$408,000.00</u>
--	---------------------

Total FY 86 estimated cost	<u><u>\$478,100.00</u></u>
----------------------------	----------------------------

In addition to the State's costs above, School Districts costs would increase as follows:

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<u>\$337.9</u>	<u>\$364.9</u>	<u>\$394.1</u>	<u>\$425.7</u>	<u>\$459.7</u>

Passage of this bill would result in a .31% decrease in the TRS Funding ratio and would increase the present value of the TRS unfunded liability by \$3,263,000.

Costs on HB 228
(in \$000)

	HB 228 (.003%)	Draft CS HB 228 (SA) (.098%)	Vesting Provision Alone (.095%)
State Contribution	\$ 2.1	\$ 70.1	\$ 68.0
TRS Match State Contribution	<u>12.5</u>	<u>408.0</u>	<u>395.5</u>
Total	<u>\$14.6</u>	<u>\$478.1</u>	<u>\$463.5</u>

Alaska State Legislature



House of Representatives

REPRESENTATIVE
JOHN L. SUND

Box 8440
KETCHIKAN, ALASKA 99901
(907) 225-5552

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA 99811
(907) 465-4819

CHAIR, HOUSE SPECIAL COMMITTEE ON LOANS
VICE-CHAIR, JUDICIARY COMMITTEE
MEMBER, SPECIAL COMMITTEE ON OIL AND GAS
MEMBER, RESOURCES COMMITTEE

March 7, 1985

MEMO

TO: Patti Macklin
Rep. Hurley's office

FROM: Kitty Rodriguez *KR*
Rep. Sund's office

RE: HB228

Attached is an overview of House Bill 228, retirement benefits for part-time teachers. It includes the analysis and history of the bill. Also for inclusion in the committee members' packets are a number of representative letters from constituents.

As I understand it, you already have a copy of the bill, the fiscal note, and the analysis of the fiscal note from the Dept. of Administration. If that is not the case, just let me know.

Rep. Sund has agreed not to teleconference the hearing. He plans to testify on behalf of the bill and a representative of NEA Alaska may, also. Please let me know if there is anything further I can provide before the 18th.

HOUSE BILL 228
RETIREMENT BENEFITS FOR PART-TIME TEACHERS
OVERVIEW PREPARED BY REP. JOHN SUND'S OFFICE

ANALYSIS

Section 14.25.110 is amended to add a new subsection making a member of the Teachers' Retirement System, who has at least 20 years of membership service as a part-time teacher, eligible for a normal retirement benefit.

A part-time teacher is defined in section 14.25.220 (26) as one who works on a regular basis for at least 50% of the full-time teacher's normal work week. Substitute and temporary work do not apply.

HISTORY

It is estimated that there are currently 489 teachers within the state who have some years of part-time teaching. While it is common for teachers to work on a part-time basis at least some time during their careers, few make the choice to do so throughout their careers. Currently, no teacher has accumulated more than 13 years of part-time service and only 2 people have accrued 13 years.

Part-time teaching may be all that is available in a given community at a given time, or an individual may make a personal choice to work part-time. This legislation makes part-time teaching a more viable long-term option for those people who, by choice or by necessity, teach on a part-time basis. The current statute appears particularly unfair to those who have no option to teach full-time.

The bill was introduced at the request of 17 constituents in the Ketchikan area. It is supported by NEA-Alaska, NEA-Sitka, and the Ketchikan Education Association.

The fiscal impact of the bill is minor, because so few teachers have accumulated lengthy part-time service. However, the bill would provide an incentive for those teachers to continue working part-time to retirement age and would reward them for their years of service.

3/22/85
CS to be drafted

A M E N D M E N T

By Sund

TO: SSHB 228

Page 1, after line 27, insert a new bill section to read:

"* Sec. 2. AS 14.25.220(39) is amended to read:

(39) "vested member" or "vested teacher" means an active member who has completed either

(A) 15 years of service, the last five of which have been membership service, for a member first hired before July 1, 1975; [OR]

(B) eight years of membership service; [OR]

(C) five years of membership and three years of BIA service; or

(D) one-half year of membership service as a part-time teacher for each of eight school years;"

orig. w/lec. HESS FIN

1 IN THE HOUSE

BY SUND, DAVIS, M.M. MILLER,
HURLEY, TAYLOR AND DUNCAN

2 SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 228

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FOURTEENTH LEGISLATURE - FIRST SESSION

5 A HILL

6 For an Act entitled: "An Act relating to retirement benefits for part-time
7 teachers."

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

9 * Section 1. AS 14.25.110(a) is amended to read:

10 (a) A member is eligible for a normal retirement benefit if the
11 member

12 (1) was first hired before July 1, 1975, has attained the
13 age of 55 years, and has at least 15 years of credited service, the
14 last five of which have been membership service;

15 (2) has attained the age of 55 years and has at least eight
16 years of membership service;

17 (3) has attained the age of 55 years, has at least five
18 years of membership service, and has at least three years of Alaska
19 BIA service;

20 (4) has at least 25 years of credited service, the last
21 five of which have been membership service;

22 (5) has at least 20 years of membership service; [OR]

23 (6) has at least 20 years of combined membership service
24 and Alaska BIA service, the last five of which have been membership
25 service; or

26 (7) has at least one-half year of membership service as a
27 part-time teacher for each of 20 school years.

orig. w/ tel. HESJ
FIN

1 IN THE HOUSE

BY SUND, DAVIS, M.M. MILLER,
HURLEY, TAYLOR AND DUNCAN

2 SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 228

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FOURTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to retirement benefits for part-time
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8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

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14 last five of which have been membership service;

15 (2) has attained the age of 55 years and has at least eight
16 years of membership service;

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18 years of membership service, and has at least three years of Alaska
19 BIA service;

20 (4) has at least 25 years of credited service, the last
21 five of which have been membership service;

22 (5) has at least 20 years of membership service; [OR]

23 (6) has at least 20 years of combined membership service
24 and Alaska BIA service, the last five of which have been membership
25 service; or

26 (7) has at least one-half year of membership service as a
27 part-time teacher for each of 20 school years.

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY

LEGISLATIVE REFERENCE LIBRARY

POUCHY - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

May, 1986

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS date base CM 14. In order to save space copies of minutes have not been left in the files.

Jeanie Henry

House State Affairs Committee 3/29/85 3:00 pm

COMMITTEE REPORT

4/2

HOUSE

HEALTH, EDUCATION & SOCIAL SERVICES

FURTHER: FINANCE

(7)

2/22/85

Date: March 29, 1985

Mr. Speaker:

The Committee on STATE AFFAIRS has had HB 223

"An Act relating to retirement benefits for part-time teachers."

under consideration and reports it back as follows:

- do pass do not pass
- do pass with attached amendments(s)
- replace with CS for HB 228 (01) same title
 new title
- and recommends _____
- AND attaches a "Letter of Intent" New Fiscal Note Sub D
- reports it back without recommendation Zero Fiscal Note Attached
- referred to the _____ Committee

MEMBERS SIGNING DO PASS

W. W. W. W.

W. W. W. W.

MEMBERS HAVING OTHER RECOMMENDATIONS:

W. W. W. W.

W. W. W. W.

CHAIRMAN

STATE OF ALASKA 1985 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

Page 1 of 2

REQUEST

Bill/Resolution No.: HB 228
 Title: "An act relating to retirement benefits for part-time..."
 Sponsor: Sund
 Requestor: Sund
 Date of Request: 2/21/85

FISCAL DETAIL

University of Alaska
 Agency Affected: Department of Education
 Program Category Affected: Elementary & Secondary Education
 BRU, Program or Subprogram(s) Affected: TRS State Match

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
Operating						
100 Personal Svcs						
100 Rtmnt & Bnfts		2.1	2.3	2.4	2.6	2.9
200 Travel						
300 Contractual						
400 Supplies						
500 Equipment						
600 Land & Struct						
700 Grants, Claims						
700 TRS Match		12.5	13.5	14.6	15.7	17.0
TOTAL OPERATING	-0-	14.6	15.8	17.0	18.3	19.9

CAPITAL						
----------------	--	--	--	--	--	--

REVENUE						
----------------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
GENERAL FUND		14.6	15.8	17.0	18.3	19.9
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	14.6	15.8	17.0	18.3	19.9

POSITIONS:

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
FULL-TIME	-0-	-0-	-0-	-0-	-0-	-0-
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

J.K. Humphreys

Prepared By: J.K. Humphreys, Director , Phone: 465-4470
 Division: Retirement & Benefits Date: 2/26/85
 Approved by Commissioner: Lisa Rudd *A. Dill* Date: 2-27-85
 Agency: Department of Administration

Distribution (by Agency preparing fiscal note):
 Legislative Finance
 Legislative Sponsor
 Requestor
 Office of Management and Budget
 Impacted Agency(ies)

HOUSE BILL 228
RETIREMENT BENEFITS FOR PART-TIME TEACHERS
OVERVIEW PREPARED BY REP. JOHN SUND'S OFFICE

ANALYSIS

Section 14.25.110 is amended to add a new subsection making a member of the Teachers' Retirement System, who has at least 20 years of membership service as a part-time teacher, eligible for a normal retirement benefit.

A part-time teacher is defined in section 14.25.220 (26) as one who works on a regular basis for at least 50% of the full-time teacher's normal work week. Substitute and temporary work do not apply.

HISTORY

It is estimated that there are currently 489 teachers within the state who have some years of part-time teaching. While it is common for teachers to work on a part-time basis at least some time during their careers, few make the choice to do so throughout their careers. Currently, no teacher has accumulated more than 13 years of part-time service and only 2 people have accrued 13 years.

Part-time teaching may be all that is available in a given community at a given time, or an individual may make a personal choice to work part-time. This legislation makes part-time teaching a more viable long-term option for those people who, by choice or by necessity, teach on a part-time basis. The current statute appears particularly unfair to those who have no option to teach full-time.

The bill was introduced at the request of 17 constituents in the Ketchikan area. It is supported by NEA-Alaska, NEA-Sitka, and the Ketchikan Education Association.

The fiscal impact of the bill is minor, because so few teachers have accumulated lengthy part-time service. However, the bill would provide an incentive for those teachers to continue working part-time to retirement age and would reward them for their years of service.

STATE OF ALASKA 1985 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

Page 1 of 2

REQUEST

Bill/Resolution No.: CSHB 228 (S.A.)
Title: "An Act relating to retirement benefits for part-time..."
Sponsor: H State Affairs
Requestor: H State Affairs
Date of Request: 4/1/85

FISCAL DETAIL

University of Alaska
Agency Affected: Department of Education
Program Category Affected: Elementary & Secondary Education
BRU, Program or Subprogram(s) Affected: TRs State Match

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
Operating						
100 Personal Svcs						
100 Rtmnt & Bnfts		70.1	75.8	81.8	88.3	95.4
200 Travel						
300 Contractual						
400 Supplies						
500 Equipment						
600 Land & Struct						
700 Grants, Claims						
700 TRS Match		408.0	440.6	475.9	514.0	555.1
TOTAL OPERATING	-0-	478.1	516.4	557.7	602.3	650.5
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
GENERAL FUND		478.1	516.4	557.7	602.3	650.5
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	478.1	516.4	557.7	602.3	650.5

POSITIONS:

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

Prepared By: J.K. Humphreys, Director Phone: 465-4470
Division: Retirement & Benefits Date: 4/1/85

Approved by Commissioner: Lisa Rudd Date: 4/2/85
Agency: Department of Administration

Distribution (by Agency preparing fiscal note):
Legislative Finance
Legislative Sponsor
Requestor
Office of Management and Budget
Impacted Agency(ies)

CS House Bill 228 (State Affairs)
Fiscal Note Analysis
Prepared by Division of Retirement & Benefits
Department of Administration

April 1, 1985

IV Analysis: Passage of this bill would allow a member with 20 years of membership service in the Teachers' Retirement System (TRS) as a part-time teacher to retire with a normal benefit. It would also allow a member with part-time service in eight different calendar years to become vested in the TRS.

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The State cost of \$478.1 is calculated as follows:

The increase in TRS contribution rate (.098%) times the estimated FY 86 State TRS salaries (\$71,490,744.00) equaling	\$ 70,100.00
---	--------------

Plus the increase in TRS State Match contribution rate (.098%) times the estimated FY 86 State Match Payroll (\$416,297,654.00) equaling	<u>\$408,000.00</u>
--	---------------------

Total FY 86 estimated cost	<u><u>\$478,100.00</u></u>
----------------------------	----------------------------

In addition to the State's costs above, School Districts costs would increase as follows:

FY 86	FY 87	FY 88	FY 89	FY 90
\$337.9	\$364.9	\$394.1	\$425.7	\$459.7

Passage of this bill would result in a .31% decrease in the TRS Funding ratio and would increase the present value of the TRS unfunded liability by \$3,263,000.

STATE OF ALASKA 1985 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

Page 1 of 2

REQUEST	DRAFT	FISCAL DETAIL
Bill/Resolution No.: CSHB 228 (S.A.)	Agency Affected: University of Alaska	Department of Education
Title: "An Act relating to retirement benefits for part-time..."	Program Category Affected: Elementary & Secondary Education	
Sponsor: State Affairs	BRU, Program or Subprogram(s) Affected: TRS State Match	
Requestor: State Affairs		
Date of Request: 3/29/85		

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
Operating						
100 Personal Svcs						
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200 Travel						
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700 TRS Match		408.0	440.6	475.9	514.0	555.1
TOTAL OPERATING	-0-	478.1	516.4	557.7	602.3	650.5
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		478.1	516.4	557.7	602.3	650.5
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	478.1	516.4	557.7	602.3	650.5

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary)

Prepared By: J.K. Humphreys, Director Phone: 465-4470
 Division: Retirement & Benefits Date: 3/29/85

Approved by Commissioner: Lisa Rudd Date: _____
 Agency: Department of Administration

Distribution (by Agency preparing fiscal note):
 Legislative Finance
 Legislative Sponsor
 Requestor
 Office of Management and Budget
 Impacted Agency(ies)

Draft House Bill 228
Fiscal Note Analysis
Prepared by Division of Retirement & Benefits
Department of Administration

February 26, 1985

IV Analysis: Passage of this bill would allow a member with 20 years of membership service in the Teachers' Retirement System (TRS) as a part-time teacher to retire with a normal benefit. It would also allow a member with part-time service in 8 different calander years to become vested in the TRS.

To fund this bill, the state TRS contribution rate would increase by .098% in FY 86. The state TRS payroll is estimated to be \$71,490,744 in FY 86 and to increase by 8% each year thereafter. The TRS State Match contribution would increase by .098% in FY 86. The TRS State Match salary is estimated to be \$416,297,654 for FY 86 and to increase by 8% each year thereafter.

The State cost of \$478.1 is calculated as follows:

The increase in TRS contribution rate (.098%) times the estimated FY 86 State TRS salaries (\$71,490,744.00) equaling	\$ 70,100.00
Plus the increase in TRS State Match contribution rate (.098%) times the estimated FY 86 State Match Payroll (\$416,297,654.00) equaling	<u>\$408,000.00</u>
Total FY 86 estimated cost	<u><u>\$478,100.00</u></u>

In addition to the State's costs above, School Districts costs would increase as follows:

FY 86	FY 87	FY 88	FY 89	FY 90
\$337.9	\$364.9	\$394.1	\$425.7	\$459.7

Passage of this bill would result in a .31% decrease in the TRS Funding ratio and would increase the present value of the TRS unfunded liability by \$3,263,000.

Costs on HB 228
(in \$000)

	HB 228 (.003%)	Draft CS HB 228 (SA) (.098%)	Vesting Provision Alone (.095%)
State Contribution	\$ 2.1	\$ 70.1	\$ 68.0
TRS Match State Contribution	<u>12.5</u>	<u>408.0</u>	<u>395.5</u>
Total	<u>\$14.6</u>	<u>\$478.1</u>	<u>\$463.5</u>

February 4, 1985
2619 Third Avenue
Ketchikan, Alaska 99901

Representative John Sund
Pouch V
Juneau, Alaska 99811

Dear John,

I would urge you to support legislation in favor of changing the present retirement system for half-time teachers. I would further urge that any changes be retroactive.

The facts are these:

1. Presently teachers who are employed half-time must teach 16 years to be vested --40 to retire.
2. Most half-time teachers would teach full time if offered a full time contract.
3. Most half-time teachers put in more than half the number of hours put in by full time teachers.
4. Legislators have the same retirement system as teachers even though they work only part of a year.
5. The cost would be minimal.
6. Some teachers who have given many years to education may never be able to qualify for benefits.

I would greatly appreciate your support in this matter.

Sincerely,


Roz Ellis



R.R. #1, Box 335
Ketchikan, Alaska 99901
Feb. 19, 1985

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Pouch V
Juneau, Alaska 99811

Dear John:

First, may I thank you for your letter dated Jan.21, 1985. Never have I felt that a state legislator was so sincere in requesting input and so sincere in the desire to truly represent us. It was very reassuring.

Ketchikan Education Association is extremely interested in you and our other legislators introducing legislation in this year's session concerning part-time teachers. Presently the retirement system does not serve half-time teachers as they must work sixteen years to be vested in the retirement system and forty years before they receive a pension. Since all teachers seem to age at the same rate this seems grossly unfair. KEA's goal and the goal of NEA/Alaska through the New Business Item 85-173 which passed at this year's Delegate Assembly, is to see our half-time teachers with proportional benefits.

I'm sure you have heard this information before, but if you have any questions concerning this request please contact me at 225-6321 (home) or 225-4741 (work) or Phil Myerchin at 225-3786 (home) or 225-9815 (work) or Paul Jarvi at 225-5016 (home) or 225-4128 (work). You could also direct your questions to NEA/Alaska lobbyists, Bob Manners or Bob Cooksey. Paul Jarvi will be contacting you by phone in a few days.

Thank you for your consideration in this matter and we look forward to hearing from you.

Sincerely,

Margaret Ortiz
President - KEA



Telegram

08015

NL TDA KETCHIKAN ALASKA 50 02-27 2115 AST

PMS

REP JOHN SUND

0604

POUCH V

JUNEAU AK 99811

YOUR SUPPORT OF HB228 IS MOST APPRECIATED AND NEEDED.
HALF TIME TEACHERS IN ALASKA DESERVE EQUAL PAY FOR
EQUAL WORK. AS PAST TRS BOARD MEMBER I AM AWARE OF
THIS INEQUITY. HB228 WITH MINIMAL COST WILL SOLVE
THIS PROBLEM. THANK YOU FOR WORKING ON THIS BILL.

THANK YOU,

STEVE KINNEY

Ketchikan

L-0167-0 1601876

FEB 27 11 10 57

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Pouch V
Juneau, AK 99811

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Sincerely,

Franco Harper

John. This is a matter of which I sincerely hope you will address your efforts. Please keep me posted.

Fran

2403 2nd Ave.

Ketchikan, Ak 99901

225-3791

2501 Second Ave.
Ketchikan, Alaska 99901
2-5-85

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Thank you.

Sincerely,

Joanne K. Fitzgerald

Box 8175
Ketchikan, Alaska
99901

Jan. 26, 1985

Dear Mr. Sundy,

I appreciated getting your letter today. It's nice to know that you are working for Ketchikan in so many important areas. It's also very nice to know that you are willing to make yourself available to hear your constituents and let people know addresses and telephone numbers where you can be reached.

There is one issue I'd like to see addressed in this legislative session, and I was previously engaged the night you were here to hear concerns. This is the issue of retirement benefits revision for half-time teachers. There were 17 teachers in the Ketchikan school district alone who felt that this issue needs revision.

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- 2 -

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I don't know the best way to call this problem to the attention of the legislators. Perhaps you can act in behalf of the teachers in this manner. It will be brought up at Delegate Assembly later this month in Anchorage. It would be nice if it were acted upon this legislative session.

Sincerely,
Carolyn Frye

February 18, 1985

Dear Mr. Sund -

I am a $\frac{1}{2}$ time teacher in Ketchikan and I am writing because I feel the current retirement requirements need to be changed. I would have to work 16 years before being vested and 40 years to retire! I am sure a formula can be devised so $\frac{1}{2}$ teachers could retire after 20 years like their coworkers who are full-time teachers. Any n.w. laws should be retroactive.

I am bringing this to your attention in the hopes that you can help bring about a change in these requirements for $\frac{1}{2}$ time teachers.

Thank you,

Barbara Kinunen
228 Washington St.
Ketchikan, Alaska
99901

REGENCY

The Mead Corporation Dayton, Ohio 45463

WE SUPPORT LEGISLATION IN FAVOR OF CHANGING THE REQUIREMENTS FOR RETIREMENT FOR HALF-TIME TEACHERS TO COINCIDE TO THE SAME TIME-FRAME AS FULL-TIME TEACHERS, AND WE WOULD URGE THAT THESE CHANGES BE RETROACTIVE FOR TEACHERS CURRENTLY TEACHING.

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6. Paul Peterson
7. Barbara Johnson
8. Pat Smith
9. Alanna Wyndham
10. Debra York
11. Gene W. Martin
12. F.H. Huling
13. Julia P. Huntley
14. Shirley L. Haddie
15. Judy Artega
16. Robert D. Lewis
17. Gene Emond
18. Donna J. O'Brien
19. Christina
20. Robert A. Olsen
21. Philip S. Smith
22. Richard Neen
23. Patricia L. Ferguson
24. Mary Castle
25. Edward Laminic

26. John Ketter
27. R. D. Blake
28. Y. Douglas Nandy
29. William
30. "

PUBLIC OPINION MESSAGE

Directions:

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2. Deliver to Legislative Office, 210 Lake, OR
3. Dictate message by telephone at 747-6276 (collect calls O.K.)

- * Your message will be transmitted to the specified legislator(s) as quickly as possible. In Juneau, it will be hand-carried to the legislators' mail boxes immediately outside the Legislative chambers.
- * If you are not sure which legislator to address on a particular subject, we will be glad to assist you.
- * You are encouraged to follow this message with a letter to the legislator, giving greater detail about your concern.

YOUR NAME TOM SMIRCICH TODAY'S DATE 3-4-85

REPRESENTING A GROUP? NEA-SITKA

MAILING ADDRESS 200 PARK STREET HOME PHONE 747-8782

BUSINESS PHONE _____

TO: SPEAKER GRUSSENDORF, SENATOR ELLISON,

~~REP'S~~ SUND, DAVIS, M. MILLER, HURLEY, TAYLOR, + DUNCA

MESSAGE (up to 50 words): _____

(Add) In favor of HB 228 - would like
it to go further. Tom Smircich

From: Tom Smircich, President
NEA SITKA
200 Park Street
Sitka, Ak 99835

To:

Director of Alaska Teachers Retirement System

Ben Grussendorf, Speaker of the House

Dick Eliason, Senator

Dear Sirs:

I write in the interest of half-time teachers who are required by law to contribute 7% to ATRS. The present system requires them to work for 16 years in order to be vested in the system, then at retirement their benefits are half of what they ought to be.

1. Example:

Two half-time teachers are vested and retire at 55 after 20 years service. Their total contribution to ATRS is the same as one full time teacher for 20 years at the same job. Assume the average salary of the highest 3 years is \$40,000.

(Both half-time teachers)	10	x	.02	x	20,000	=	\$4000
	(Full Time Years)				(Half Salary)		(Annual pension)
(Full time teacher)	20	x	.02	x	40,000	=	\$16,000
					(full Salary)		

Note that the total pension benefits of the 2 half-time teachers is \$8,000 compared to \$16,000 for the full time teacher, and that the total contributions of the two half time teachers is the same as the contribution of the full time teacher.

What is needed is a way for equity in benefits proportional to contributions. Also it should be noted that half-time teachers age just as fast as full time teachers and are required to have the same rigorous certification and professional obligations as a full time teacher.

I propose that the time frame for half-time teachers be the same as for full time teachers, and that retirement benefits be proportional to their contributions.

The following formulas could give that equitable benefit:

DEFINITIONS:

$$\text{FULL YEAR EQUIVALENT} = \frac{1}{2} \times \text{YEARS AT HALF TIME} + \text{YEARS AT FULL TIME}$$

$$\text{AVERAGE OF TOP 3 YEARS FULL SALARY EQUIVALENT} = \frac{\text{TOTAL SALARY FOR HIGHEST 3 FULL YEAR EQUIVALENTS}}{3}$$

From these definitions we calculate:

$$\text{YEARLY PENSION FORMULA} = \text{FULL YEAR EQUIVALENTS} \times \% \text{ MULTIPLIER} \times \text{AVERAGE OF TOP 3 years FULL SALARY EQUIVALENT}$$

$$\% \text{ OF ATRS HEALTH INSURANCE PREMIUM COVERED} = \frac{\text{FULL YEAR EQUIVALENTS}}{\text{CALANDER YEARS IN ATRS}} \times 100\%$$

Results of the above formulas based on \$40,000 average salary equivalent

Years Half-time	Years Full-time	Yearly Pension	Percent health coverage (Less than 20 FULL YEAR EQUIVALENTS)
20	0	8,000	50%
18	2	8,800	55%
16	4	9,600	60%
14	6	10,400	65%
12	8	11,200	70%
10	10	12,000	75%
8	12	12,800	80%
6	14	13,600	85%
4	16	14,400	90%
2	18	15,200	95%
0	20	16,000	100%

Thank you for considering this plan.

3 of 3

Tom Guineah

STATE OF ALASKA 1985 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

Page 1 of 2

REQUEST

Bill/Resolution No.: HB 228
 Title: "An act relating to retirement benefits for part-time..."
 Sponsor: Sund
 Requestor: Sund
 Date of Request: 2/21/85

FISCAL DETAIL

University of Alaska
 Agency Affected: Department of Education
 Program Category Affected: Elementary & Secondary Education
 BRU, Program or Subprogram(s) Affected: TRS State Match

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
Operating						
100 Personal Svcs						
100 Rtmnt & Bnfts		2.1	2.3	2.4	2.6	2.9
200 Travel						
300 Contractual						
400 Supplies						
500 Equipment						
600 Land & Struct						
700 Grants, Claims						
700 TRS Matchn		12.5	13.5	14.6	15.7	17.0
TOTAL OPEATING	-0-	14.6	15.8	17.0	18.3	19.9

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND		14.6	15.8	17.0	18.3	19.9
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	14.6	15.8	17.0	18.3	19.9

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary)

Prepared By: J.K. Humphreys, Director, Phone: 465-4470
 Division: Retirement & Benefits Date: 2/26/85

Approved by Commissioner: Lisa Rudd Date: 2-27-85
 Agency: Department of Administration

Distribution (by Agency preparing fiscal note):

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

HOUSE BILL 228
RETIREMENT BENEFITS FOR PART-TIME TEACHERS
OVERVIEW PREPARED BY REP. JOHN SUND'S OFFICE

ANALYSIS

Section 14.25.110 is amended to add a new subsection making a member of the Teachers' Retirement System, who has at least 20 years of membership service as a part-time teacher, eligible for a normal retirement benefit.

A part-time teacher is defined in section 14.25.220 (26) as one who works on a regular basis for at least 50% of the full-time teacher's normal work week. Substitute and temporary work do not apply.

HISTORY

It is estimated that there are currently 489 teachers within the state who have some years of part-time teaching. While it is common for teachers to work on a part-time basis at least some time during their careers, few make the choice to do so throughout their careers. Currently, no teacher has accumulated more than 13 years of part-time service and only 2 people have accrued 13 years.

Part-time teaching may be all that is available in a given community at a given time, or an individual may make a personal choice to work part-time. This legislation makes part-time teaching a more viable long-term option for those people who, by choice or by necessity, teach on a part-time basis. The current statute appears particularly unfair to those who have no option to teach full-time.

The bill was introduced at the request of 17 constituents in the Ketchikan area. It is supported by NEA-Alaska, NEA-Sitka, and the Ketchikan Education Association.

The fiscal impact of the bill is minor, because so few teachers have accumulated lengthy part-time service. However, the bill would provide an incentive for those teachers to continue working part-time to retirement age and would reward them for their years of service.

February 4, 1985
2619 Third Avenue
Ketchikan, Alaska 99901

Representative John Sund
Pouch V
Juneau, Alaska 99811

Dear John,

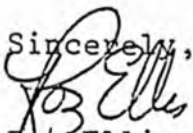
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4. Legislators have the same retirement system as teachers even though they work only part of a year.
5. The cost would be minimal.
6. Some teachers who have given many years to education may never be able to qualify for benefits.

I would greatly appreciate your support in this matter.

Sincerely,


Roz Ellis



R.R. #1, Box 335
Ketchikan, Alaska 99901
Feb. 19, 1985

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Juneau, Alaska 99811

Dear John:

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Ketchikan Education Association is extremely interested in you and our other legislators introducing legislation in this year's session concerning part-time teachers. Presently the retirement system does not serve half-time teachers as they must work sixteen years to be vested in the retirement system and forty years before they receive a pension. Since all teachers seem to age at the same rate this seems grossly unfair. KEA's goal and the goal of NEA/Alaska through the New Business Item 85-173 which passed at this year's Delegate Assembly, is to see our half-time teachers with proportional benefits.

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Thank you for your consideration in this matter and we look forward to hearing from you.

Sincerely,

Margaret
Margaret Ortiz
President - KEA



Telegram

08015

NL TDA KETCHIKAN ALASKA 50 02-27 2115 AST
PMS

REP JOHN SUND

0604

POUCH V

JUNEAU AK 99811

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HALF TIME TEACHERS IN ALASKA DESERVE EQUAL PAY FOR
EQUAL WORK. AS PAST TRS BOARD MEMBER I AM AWARE OF
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THANK YOU,

STEVE KINNEY

Ketchikan

FEB 27 PM 10 57

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Fran

2403 2nd Ave.

Ketchikan, Ak. 99901

225-3791

2501 Second Ave.

Ketchikan, Alaska 99901

2-5-85

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Thank you.

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Joanne K. Fitzgerald

Box 8175
Ketchikan, Alaska
99901

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Dear Mr. Sund -

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I am bringing this to your attention in the hopes that you can help bring about a change in these requirements for 1/2 time teachers.

Thank you,

Barbara Kinunen
228 Washington St.
Ketchikan, Alaska
99901

REGENCY

The Mead Corporation Dayton Oh 45463

WE SUPPORT LEGISLATION IN FAVOR OF CHANGING THE REQUIREMENTS FOR RETIREMENT FOR HALF-TIME TEACHERS TO COINCIDE TO THE SAME TIME-FRAME AS FULL-TIME TEACHERS, AND WE WOULD URGE THAT THESE CHANGES BE RETROACTIVE FOR TEACHERS CURRENTLY TEACHING.

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8. Phil ...
9. Alanna ...
10. William ...
11. Bruce W. ...
12. W.H. ...
13. Julia P. Huntley
14. Shirley ...
15. Judy ...
16. John ...
17. Jean ...
18. ...
19. ...
20. Robert A. Olsen
21. Philip S. Smith
22. Richard ...
23. Patricia G. ...
24. Mary ...
25. ...

26. ...
27. R. D. Blake
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YOUR NAME TOM SMIRCICH TODAY'S DATE 3-4-85
REPRESENTING A GROUP? NEA-SITKA
MAILING ADDRESS 200 PARK STREET HOME PHONE 747-8782
BUSINESS PHONE _____
TO: SPEAKER GRUSSENDORF, SENATOR (ELIASON),
REPS. SUND, DAVIS, M. MILLER, HURLEY, TAYLOR, & DONKA
MESSAGE (up to 50 words): _____

(Add) In favor of HB 228 - would like
it to go further. Tom Smircich

From: Tom Smircich, President
NEA SITKA
200 Park Street
Sitka, Ak 99835

To:

Director of Alaska Teachers Retirement System

Ben Grussendorf, Speaker of the House

Dick Eliason, Senator

Dear Sirs:

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1. Example:

Two half-time teachers are vested and retire at 55 after 20 years service. Their total contribution to ATRS is the same as one full time teacher for 20 years at the same job. Assume the average salary of the highest 3 years is \$40,000.

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(Full time teacher)	20	x	.02	x	40,000	=	\$16,000
					(full Salary)		

Note that the total pension benefits of the 2 half-time teachers is \$8,000 compared to \$16,000 for the full time teacher, and that the total contributions of the two half time teachers is the same as the contribution of the full time teacher.

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AVERAGE OF TOP 3 YEARS FULL SALARY EQUIVALENT = $\frac{\text{TOTAL SALARY FOR HIGHEST 3 FULL YEAR EQUIVALENTS}}{3}$

From these definitions we calculate:

YEARLY PENSION FORMULA = FULL YEAR EQUIVALENTS X % MULTIPLIER X AVERAGE OF TOP 3 years FULL SALARY EQUIVALENT

% OF ATRS HEALTH INSURANCE PREMIUM COVERED = $\frac{\text{FULL YEAR EQUIVALENTS}}{\text{CALANDER YEARS IN ATRS}} \times 100\%$

Results of the above formulas based on \$40,000 average salary equivalent

Years Half-time	Years Full-time	Yearly Pension	Percent health coverage (Less than 20 FULL YEAR EQUIVALENTS)
20	0	8,000	50%
18	2	8,800	55%
16	4	9,600	60%
14	6	10,400	65%
12	8	11,200	70%
10	10	12,000	75%
8	12	12,800	80%
6	14	13,600	85%
4	16	14,400	90%
2	18	15,200	95%
0	20	16,000	100%

Thank you for considering this plan.

3 of 3

Tom Givovich

3-4-85

DATE

TELECOPIER MESSAGE

TO: SPEAKER GRUSSENDORF, SENATOR ELIASON
REPS. SUND, DAVIS, M.M. MILLER, HURLEY,
TAYLOR, AND DUNCAN

SENT BY SITKA LEGISLATIVE INFORMATION OFFICE.

NUMBER OF PAGES TO FOLLOW: 3

PLEASE PICK UP TELEPHONE RECEIVER:

 AFTER EACH PAGE IS TRANSMITTED

 AFTER THE LAST PAGE IS TRANSMITTED

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FROM: TOM SMIRCICH

From: Tom Smircich, President
NEA SITKA
200 Park Street
Sitka, Ak 99835

To:

Director of Alaska Teachers Retirement System

Ben Grussendorf, Speaker of the House

Dick Eliason, Senator

Dear Sirs:

I write in the interest of half-time teachers who are required by law to contribute 7% to ATRS. The present system requires them to work for 16 years in order to be vested in the system, then at retirement their benefits are half of what they ought to be.

1. Example:

Two half-time teachers are vested and retire at 55 after 20 years service. Their total contribution to ATRS is the same as one full time teacher for 20 years at the same job. Assume the average salary of the highest 3 years is \$40,000.

(Both half-time teachers)	10	x	.02	x	20,000	=	\$4000
	(Full Time Years)				(Half Salary)		(Annual pension)
(Full time teacher)	20	x	.02	x	40,000	=	\$16,000
					(full Salary)		

Note that the total pension benefits of the 2 half-time teachers is \$8,000 compared to \$16,000 for the full time teacher, and that the total contributions of the two half time teachers is the same as the contribution of the full time teacher.

What is needed is a way for equity in benefits proportional to contributions. Also it should be noted that half-time teachers age just as fast as full time teachers and are required to have the same rigorous certification and professional obligations as a full time teacher.

I propose that the time frame for half-time teachers be the same as for full time teachers, and that retirement benefits be proportional to their contributions.

The following formulas could give that equitable benefit:

CORRECTION

**THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY**

3-4-85

DATE

TELECOPIER MESSAGE

TO: SPEAKER GRUSSENDORF, SENATOR ELIASON
RE: REPS. SUNO, DAVIS, M.M. MILLER, HURLEY,
TAYLOR, AND DUNCAN

SENT BY SITKA LEGISLATIVE INFORMATION OFFICE.

NUMBER OF PAGES TO FOLLOW: 3

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FROM: TOM SMIRCICH

PUBLIC OPINION MESSAGE

Directions:

1. Write out message...up to 50 words; your name, address & phone are required.
2. Deliver to Legislative Office, 210 Lake, OR
3. Dictate message by telephone at 747-6276 (collect calls O.K.)

- * Your message will be transmitted to the specified legislator(s) as quickly as possible. In Juneau, it will be hand-carried to the legislators' mail boxes immediately outside the Legislative chambers.
- * If you are not sure which legislator to address on a particular subject, we will be glad to assist you.
- * You are encouraged to follow this message with a letter to the legislator, giving greater detail about your concern.

YOUR NAME TOM SIMON TODAY'S DATE 3-4-85

REPRESENTING A GROUP? NEA-SITKA

MAILING ADDRESS 200 PARK STREET HOME PHONE 747-8782

BUSINESS PHONE _____

TO: SPEAKER GRUSSENDORF, SENATOR ELLISON,
REP'S SUND, DAVIS, MULLER, HURLEY, TAYLOR, + DUNCA

MESSAGE (up to 50 words): _____

(Add) ~~Don't want to go further~~ would like
it to go further. Tom Simon