

ALASKA LEGISLATURE COMMITTEE FILES 1987-1988 8672

5073 HSTA HB 166 - HB 167

695



Official Business

Alaska State Legislature

House

HB 166

3

P.O. BOX V
State Capitol
Juneau, Alaska 99811

STATE AFFAIRS COMMITTEE

March 11, 1987

Charles Richmond
Box 60101
Fairbanks AK 99706

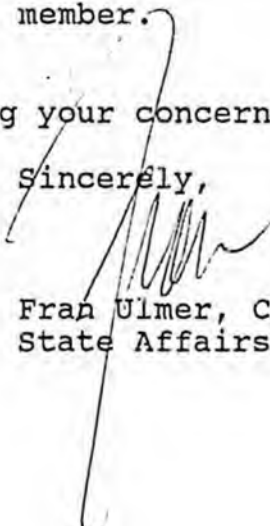
Dear Mr. Richmond:

Thank you for your public opinion message regarding Permanent Fund earnings.

The House State Affairs Committee has had HJR 1 in hearing and has approved a committee substitute. On Monday, March 16, the committee will be holding a work session on House Bill 166, "An Act appropriating from the earnings reserve account of the Alaska permanent fund to the general fund; and providing for an effective date." Soon thereafter we will be holding public hearings on this bill (copy enclosed). I will provide a copy of your comments to each committee member.

Thank you again for sharing your concerns.

Sincerely,


Fran Ulmer, Chair
State Affairs Committee

Enclosures

PUBLIC OPINION MESSAGE

DEAR: REPRESENTATIVE ULMER

NAME: CHARLES RICHMOND
TITLE:
ADDRESS: BOX 60101
CITY: FAIRBANKS ZIF: 99706
PHONE: 479-2388
BILL NO: HB 166
SUBJECT: APPROP: PF EARNINGS RESERVE TO GENERAL FD
MESSAGE: & HJR 1.. STOP HB 166. I OPPOSE THIS LEGISLATION. I WOULD TH X A
HEARING ON HJR 1 WOULD BE APPROPRIATE.

*****EOM/MW*****

POMID: 07102252
DATE: 03/10/87
TIME: 10:22:52
LIONAME: FAIRBANKS LIO

COPIES: REPRESENTATIVES SENATORS

SUND	BENNETT
BOUCHER	COGHILL
DAVIDSON	FAHRENKAMP
DONLEY	
HOFFMAN	
MARTIN	
MENARD	
BARNES	
COTTEN	
GRUENBERG	
NAVARRE	
TAYLOR	
BOYER	
DAVIS	
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KOPONEN	
MILLER	



Official Business

Alaska State Legislature

House

HR 166

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P.O. BOX V
State Capitol
Juneau, Alaska 99811

STATE AFFAIRS COMMITTEE

March 11, 1987

Jim Weidner, Chairman
Association for the Protection of the Permanent Fund
5479 C.H.S.R.
Fairbanks, AK 99712

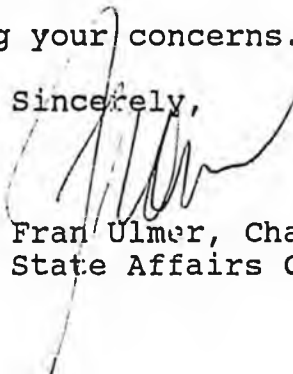
Dear Mr. Weidner:

Thank you for your position paper regarding Permanent Fund earnings.

On Monday, March 16, the State Affairs Committee will be holding a work session on House Bill 166, "An Act appropriating from the earnings reserve account of the Alaska permanent fund to the general fund; and providing for an effective date." Soon thereafter we will be holding public hearings on this bill. A copy is enclosed. I will provide a copy of your comments to each committee member.

Thank you again for sharing your concerns.

Sincerely,


Fran Ulmer, Chair
State Affairs Committee

Enclosure

Representative Fran Ulmer
Juneau, Ak. 99811

Position paper

Issue:

The use of Permanent Fund earnings to make up for budget shortfalls.

Position:

We oppose the use of Permanent Fund earnings to make up for budget shortfalls without a vote of the people.

Discussion:

The earnings of the Permanent Fund belong to all the people of Alaska.

A 10 year historic precedent indicates there are two ways the Permanent Fund earnings can be used to benefit each stockholder fairly and equally.

The first way is dividend distribution. Each stockholder receives one dividend, in exactly the same amount without regard to race, creed, social class, economic status, residency, special pleading, etc.

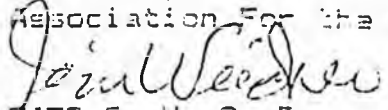
The second way is by the reinvestment of earnings not distributed as dividends into the principal. Reinvestment benefits each stockholder fairly and equally, by increasing corporation earnings and increased dividends.

Our conclusion is that the Permanent Fund is the only thing that: 1) benefits each resident and each area of the state equally; 2) promotes solid economic development based upon a predictable and renewable source of income; 3) allows individual freedom of choice as to how the money is spent; and 4) produces known and measurable benefits as shown by a successful 10 year "track record".

Opinion:

The one and probably the only thing any Governor or legislator will do in his or her career, which benefits each of Alaska's 510,000 residents fairly and equally, is to ensure that (1) 50% of the earnings of the Permanent Fund are distributed equally as dividends and that (2) ALL the remainder is deposited into the principal where it will produce a 10% return on the investment.

Jim Weidner
Chairman,
Association For the Protection of the Permanent Fund


7477 C. H. S. R.
Fairbanks, Ak. 99712
408-5366

position.doc 3/3/1987

PUBLIC OPINION MESSAGE

DEAR: REPRESENTATIVE ULMER

NAME: CHRISTINE WILCOX
TITLE:
ADDRESS: SRA BOX 6718-C
CITY: PALMER
PHONE: 745-0249
BILL NO: HB 89
SUBJECT: APPROP: DISASTER RELIEF & BUDGET RESERVE
MESSAGE: I STRONGLY OPPOSE GOVERNOR COWPER'S PLAN TO PAY OFF DEBTS WITH RE-
SERVE/PERMANANT FUND MONEYS. INSTEAD MAKE STATE AGENCIES EFFICIENT AND HELD
RESPONSIBLE FOR THEIR SUFFICIENT INTENT. WHAT WILL YOU PAY OFF NEXT YEAR'S DEBTS
WITH? STOP AND THINK WHEN COWPER DEMANDS NINE DAY DECISIONS SAY NO.

ZIP: 99645

POMID: 14161010
DATE: 03/09/87
TIME: 16:10:10
LIONAME: MAT-SU LIO

COPIES: REPRESENTATIVES REPRESENTATIVES SENATORS

ADAMS	BARNES	ABOOD
BOUCHER	BOYER	BENNETT
BROWN	CATO	BINKLEY
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DONLEY	ELLIS	ELIASON
FRANK	FURNACE	FAHRENKAMP
GOLL	GRUENBERG	FAIKS
GRUSSENDORF	HANLEY	FISCHER
HERRMANN	HOFFMAN	HALFORD
HUDSON	KOPONEN	HENSLEY
LARSON	MARTIN	JONES
MENARD	MILLER	JOSEPHSON
NAVARRE	PEARCE	KELLY
PETTYJOHN	PHILLIPS	KERTTULA
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SUND	SWACKHAMMER	SZYHANSKI
TAYLOR	WALLIS	UEHLING
ZAWACKI		ZHAROFF

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HB166

PUBLIC OPINION MESSAGE

PUBLIC OPINION MESSAGE

DEAR: REPRESENTATIVE ULMER

DEAR: REPRESENTATIVE ULMER

NAME: TONY BACA
 TITLE:
 ADDRESS: BOX 10184
 CITY: FAIRBANKS ZIP: 99710
 PHONE: 457-3164
 BILL NO: HB 161
 SUBJECT: ADVISORY VOTE; INCOME TAX & PF DIVIDENDS
 MESSAGE: AND HB 166, SB157.. URGE TO DEFEAT HB 166, HB 161 AND SB 157 AND ALL S
 MILIAR LEGISLATION. AM OPPOSED TO USING PERMANENT FUND EARNINGS TO FUND
 GOVERNMENT SPENDING. WOULD URGE TO CUT BUDGET AS MUCH AS POSSIBLE AS SOON AS
 POSSIBLE AND RETURN GOVERNMENT TO THE HANDS OF THE PEOPLE.

NAME: DARCY BIRCHELL
 TITLE:
 ADDRESS: P.O. BOX 1032
 CITY: FAIRBANKS ZIP: 99707
 PHONE: 488-9258
 BILL NO: SB 157
 SUBJECT: APPROP: PF EARNINGS RESERVE TO GENERAL FD
 MESSAGE: AM OPPOSED TO USING ANY PERMANENT FUND EARNINGS TO MAKE UP FOR
 BUDGET SHORTFALLS WITHOUT THE VOTE OF THE PEOPLE. THE EARNINGS OF THE
 PERMANENT FUND BELONG TO ALL THE PEOPLE NOT JUST A FEW WHO WANT MORE THAN
 THEIR ONE SHARE. EOM/AN

EOM/AN

POMID: 07133118
 DATE: 03/16/87
 TIME: 13:31:18
 LIONAME: FAIRBANKS LIO

POMID: 07154100
 DATE: 03/16/87
 TIME: 15:41:00
 LIONAME: FAIRBANKS LIO

COPIES: REPRESENTATIVES SENATORS

COPIES: REPRESENTATIVES

BOYER	BENNETT
DAVIS	COGHILL
FRANK	FAHRENKAMP
KOPONEN	
HILLFR	
BOUCHER	
DAVIDSON	
DONLEY	
HOFFMAN	
MARTIN	
MENARD	
ADAMS	
BROWN	
GOLL	
LARSON	
POURCHOT	
RIEGER	
SWACKHAMMER	
WALLIS	

ADAMS
 BOYER
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 FRANK
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 LARSON
 POURCHOT
 RIEGER
 SWACKHAMMER
 WALLIS
 BOUCHER
 DAVIDSON
 DONLEY
 HOFFMAN
 MARTIN
 MENARD

RECEIVED MAR 17 1987

RECEIVED MAR 17 1987

March 23, 1987

Representative Fran Ulmer
Juneau, Ak. 99811

Subject: Public Opinion Survey Results

Dear Representative Ulmer,

In the last few weeks, there have been proposals to "use Permanent Fund earnings" to make up for budget shortfalls and to fund Governor Cowper's ambitious future state budgets.

Attached is a tabulation of the Permanent Fund Public Opinion survey results.

It is obvious the public opposes using Permanent Fund earnings to fund the government. A local radio talk show host had a surprise survey--13 callers said yes and 70 said no, to using Permanent Fund earnings to make up for budget shortfalls. Such results are clearly consistent with other surveys of previous years which show 70+% support for the Permanent Fund.

In our judgement, under no circumstances should any Permanent Fund earnings be used to run the government. The earnings belong to all the people, including present and future generations, and therefore must be used only for dividends or principal inflation proofing and/or growth. These are the only two uses which benefit every stockholder fairly, equally and directly. The inflation proofing and/or growth benefit the stockholders by producing higher dividends for stockholders in coming years.

We respectfully ask you to represent the interests of 510,000 Alaskans pursuant to Article 1, Section 2 "[the government], is instituted solely for the good of the people as a whole." The Permanent Fund is the only thing that benefits the "whole" i.e. 99+% of the population.

Best Reason to Stay out of P. Fund!

Jim Weidner, Chairman

Jim Weidner
Association For the Protection
For The Protection of the
Permanent Fund
% 5479 C. H. S. R.
Fairbanks, Ak. 99712

PUBLIC OPINION SURVEY PERMANENT FUND

(read carefully)

Circle One

1. Do you support the Permanent Fund? Yes No
2. Do you feel the Permanent Fund should grow?..... Yes No
3. Have dividend payments reduced your living expenses?..... Yes No
4. Do you feel the dividends benefit everyone fairly and equally?..... Yes No
5. Do you believe the dividends allow each person freedom of choice as to how the money is spent?..... Yes No
6. Would you prefer to have the dividends eliminated and spending of the fund's earnings be decided by the governor and legislators?..... Yes No
7. Do you believe any fund earnings should be spent to make up for budget shortfalls?..... Yes No
8. Would you knowingly vote for someone who "Raided the Permanent Fund" without a vote of the people?..... Yes No
9. One half of the fund's earnings are paid in dividends. Do you feel the other half should be used for:
 1. Inflation proofing the Permanent Fund? (Effect: Continue what has been done in the last 10 years.) Yes No
 2. Appropriation by the legislature to fund various things that do NOT benefit each stockholder equally. (Effects: large amounts of money would be available for funding government programs you would have no direct say so as to what is funded or not funded). Yes No
10. What percentage of the oil money, if any, do you feel has been wasted? %
11. Do you favor a constitutional amendment which would ensure the earnings of the Permanent Fund benefit each stockholder fairly and equally. Yes No

Name _____ Ph. _____

Address _____ City _____ ZIP _____

Would you like to learn more about the Association Yes No

CLIP AND MAIL TO: THE ASSOCIATION FOR THE PROTECTION OF THE PERMANENT FUND c/o 5479 C.I.S.R. Fairbanks, AK 99712, Information phone 488-6386

This survey was paid for by the Association for the Protection of the Permanent Fund. David Shaw, Treasurer, Box 377 Nenana, AK 99780

SURVEY RESULTS

PERCENT
YES NO

SAMPLE SIZE

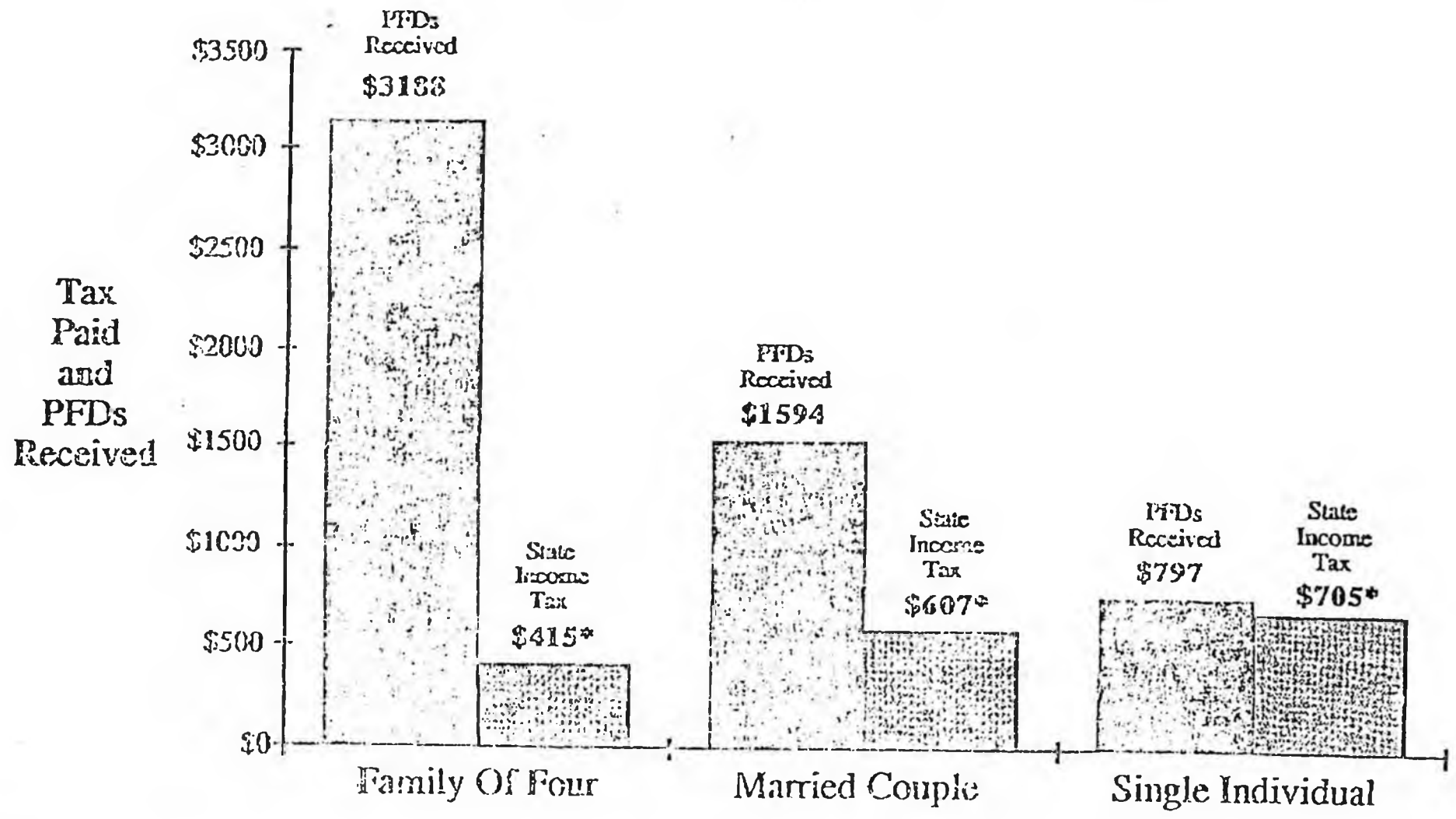
473

Published Sunday, March 4, 1987 FBKS DAILY NEWS

99+	1
99+	1
68	32
91	9
95	5
3	97
6	94
3	97
89	11
5	95
52	0%
91	9

Figure 11

How Does The Tax On \$25,000 Income Compare With PF Dividends Received ?



* Net tax will be lower because state tax is an allowable deduction in figuring federal tax liability. Oct. 1988 dividend estimated by PF Corp. OMB/Division of Policy, 3/12/87.

HOUSE OF REPRESENTATIVES
 COMMITTEE ON WAYS AND MEANS
 SUBCOMMITTEE ON TAXATION
 HEARING ROOM 1307
 U.S. HOUSE OF REPRESENTATIVES
 WASHINGTON, D.C. 20540

STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE

Bill Version: HB 166
Publish Date: HOUSE 3/4/87

REQUEST

Revision Date:
Title: Appropriation of Earnings Reserve
Account of P.F. to the General Fund
Sponsor: Governor
Requestor:

Agency Affected: Permanent Fund Corp.
BRU: Permanent Fund Corporation

Components:

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
OPERATING						
PERSONAL SERVICES	-	-	-	-	-	-
TRAVEL	-	-	-	-	-	-
CONTRACTUAL	-	-	-	-	-	-
SUPPLIES	-	-	-	-	-	-
EQUIPMENT	-	-	-	-	-	-
LANDS & STRUCTURES	-	-	-	-	-	-
GRANTS, CLAIMS	-	-	-	-	-	-
MISCELLANEOUS	-	-	-	-	-	-
TOTAL OPERATING	-	-	-	-	-	-
CAPITAL	-	-	-	-	-	-
REVENUE	0-555M	-	-	-	-	-

FUNDING: (Thousands of Dollars)

GENERAL FUND	-	-	-	-	-	-
FEDERAL FUNDS	-	-	-	-	-	-
OTHER	0-555M	-	-	-	-	-
TOTAL	-	-	-	-	-	-

POSITIONS:

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

ANALYSIS: Attach a separate page if necessary

It is estimated, at this time, that approximately 200 million in earnings will be necessary to meet FY 87 budget requirements. See attachment - Financial projections provided by the Alaska Permanent Fund Corporation.

Prepared By: Royce Weller
Division: Revenue/Commissioner's Office

Phone: 465-2300
Date: 3/2/87

Approved by Commissioner: Hugh Malone
Agency: Department of Revenue

Date: 3/2/87

Distribution (by Agency preparing fiscal note):

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



Alaska Permanent Fund Corporation

FINANCIAL PROJECTIONS
(in millions)

as of January 31, 1987

FY	PRINCIPAL					INCOME				ASSETS	
	FY Begin Balance	Appropriations	Dedicated	Inflation Proofing	FY End Balance	Net Income	Distributions		Reserves		FY End Balance
			State Revenues*				Per Capita Dividends	Inflation Dividends**	Add (Delete)	FY End Balance	
78			54		54	2					55
79	54		84		139	8					141
80	139		344		483	32	12				503
81	483	900	385		1,769	150	28		59	59	1,875
82	1,769	800	401		2,969	368	71	\$1000.00	185	244	3,302
83	2,969	400	421	231	4,021	471	108	\$386.15	110	354	4,593
84	4,021	300	366	151	4,838	530	175	\$331.29	204	557	5,531
85	4,838	300	368	235	5,741	658	217	\$404.00	206	763	6,723
86	5,741		323	216	6,281	1,021	303	\$556.26	501	1,264	7,866
87	6,281	1,264	103	147	7,795	1,097	395	\$734.22	555	555	8,745
88	7,795		137	317	8,249	793	429	\$799.70	47	602	9,280
89	8,249		160	505	8,913	842	462	\$857.68	(125)	478	9,852
90	8,913		167	545	9,624	893	487	\$900.69	(139)	339	10,450
91	9,624		162	587	10,373	947	480	\$883.43	(121)	218	11,071
92	10,373		165	632	11,170	1,006	470	\$861.09	(97)	122	11,762
93	11,170		166	680	12,016	1,072	500	\$911.21	(108)	14	12,530
94	12,016		158	624	12,798	1,141	531	\$964.78	(14)		13,329
95	12,798		153	648	13,599	1,213	565	\$1022.06			14,163
96	13,599		146	688	14,433	1,288	601	\$1082.90			15,033
97	14,433		144	728	15,305	1,367	639	\$1146.79			15,944
98	15,305		140	771	16,216	1,449	678	\$1213.16			16,894
99	16,216		136	815	17,167	1,535	720	\$1282.02			17,886
0	17,167		130	861	18,158	1,624	763	\$1353.45			18,920
1	18,158		123	909	19,190	1,717	808	\$1427.62			19,998
2	19,190		117	960	20,267	1,814	855	\$1504.48			21,121
3	20,267		112	1,012	21,391	1,915	904	\$1584.40	1,012		22,294
4	21,391		110	1,066	22,566	2,021	955	\$1667.28	1,066		23,521
5	22,566		104	1,124	23,794	2,132	1,008	\$1753.24	1,124		24,802

ASSUMPTIONS

1.92% Inflation Rate FY 87
~~11.02%~~ Rate of Return FY 87
 14.6%
 4.00% Inflation Rate FY 88
 9.00% Rate of Return FY 88

6% Average Inflation Rate FY 89-05
 9% Average Rate of Return FY 89-05

* SOURCE: Alaska Department of Revenue
 30% Case Forecast - December 1936

STATUS QUO WITH AN INCREASE IN FY 87 NET INCOME
 OF \$275 MILLION DUE TO GAINS FROM SALE OF STOCK

** SOURCE: Population Projections From
 DOR Revenue Source Book - Page 14

HB

167

FISCAL NOTE

REQUEST:

Revision Date: _____
Title: "An act relating to mandatory use of safety devices."
Sponsor: Cotten, Ulmer, Koponen, ...
Requestor: Senate State Affairs

Agency Affected: PUBLIC SAFETY
BRU: Highway Safety Planning Agency

Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

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

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

FUNDING: (Thousands of Dollars)

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

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

No fiscal impact is anticipated. Revenue generated will be negligible.

Prepared by: Ellen Moore, Program Coordinator
Division: Highway Safety Planning Agency

Phone: 465-4375
Date: January 28, 1988

Approved by Commissioner: George H. Wootcher, Dep. Comm.
Agency: Department of Public Safety

Date: 1-28-88

Distribution (by preparer):

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

ALASKA SAFETY BELT USE COALITION

319 SEWARD ST. #8
JUNEAU, ALASKA 99801
907-586-1400

6/25/87

REPRESENTATIVE FRAN ULMER
1700 ANGUS WAY
JUNEAU, AK 99801

DEAR REPRESENTATIVE ULMER,


ON BEHALF OF THE COALITION, I WOULD LIKE TO THANK YOU FOR YOUR SUPPORT OF CSHB 167 (JUD) AM. THANKS TO YOUR HARD WORK A SAFETY BELT USE LAW IS ONE STEP CLOSER TO BECOMING REALITY.

YOUR PERSUASIVE EFFORTS, ENTHUSIASM AND INVOLVEMENT IN THE SAFETY BELT USE ISSUE, RESULTED IN PASSAGE OF THE BILL IN THE HOUSE AND HAS HELPED SPREAD THE WORD OF THE BENEFITS OF SAFETY BELT USE.

ENCLOSED IS A PLAQUE EXPRESSING THANKS FROM THE COALITION MEMBERSHIP OF OVER 8,000 STATEWIDE.

AGAIN, THANK YOU FOR YOUR SUPPORT.

SINCERELY,


FRANK BUCKFORD
EXECUTIVE DIRECTOR

P.S. NEVADA BECAME THE 28TH STATE TO PASS A SAFETY BELT USE LAW LAST WEEK.



Final

RSN: 334

ALASKA HOUSE OF REPRESENTATIVES
CSHB 167(JUD)AM RECON

1ST SESSION 15TH LEG

5/ 4/87 12:37 PM

		22	YEAS	16	NAYS	2	EXC	0	ABS		
N	ADAMS ✓	Y			DONLEY	Y			HUDSON	Y	POURCHOT
N	BARNES ✓	Y			ELLIS	Y			KOPONEN	Y	RIEGER
N	BOUCHER ✓	N			FRANK	Y *			LARSON	N	SHULTZ
N	BOYER	E			FURNACE	Y			MARTIN	N	SPRINGER
Y	BROWN	N			GOLL	Y			MENARD	Y	SUND
N	CATO	Y			GRUENBERG	N			MILLER	Y	SWACKHAMMER
Y	COLLINS ✓	N			GRUSSENDORF	Y			NAVARRE	N *	TAYLOR
Y	COTTEN ✓	Y			HANLEY	E			PEARCE	Y	ULMER
Y	DAVIDSON ✓	N			HERRMANN	N			PETTYJOHN	N	WALLIS
Y	DAVIS ✓	N			HOFFMAN	Y			PHILLIPS	Y	ZAWACKI

+ VOTED FOR
* CHANGED VOTE

?

PUBLIC OPINION MESSAGE

DEAR: REPRESENTATIVE ULMER

NAME: ROBERT MARTIN

TITLE:

ADDRESS: P.O. BOX 34301

CITY: JUNEAU

ZIP: 99803

PHONE: 709-2131

BILL NO: HB 167

SUBJECT: MANDATORY SEAT BELTS

MESSAGE: I WOULD APPRECIATE YOUR SUPPORT FOR HB 167, IT HAS BEEN PROVEN TO DRAMATICALLY SAVE LIVES IN OTHER STATES WITH SIMILAR LAWS. THANK YOU.

POHID: 00085956

DATE: 04/15/87

TIME: 08:59:56

LIONAME: JUNEAU LIO

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ADAMS
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HUDSON
LARSON
HENARD
NAVARRE
PETTYJOHN
POURCHOT
SHULTZ
SUND
TAYLOR
ZAWACKI

BARNES
BOYER
CATO
COTTEN
DAVIS
ELLIS
FURNACE
GRUENBERG
HANLEY
HOFFMAN
KOPONEN
MARTIN
MILLER
PEARCE
PHILLIPS
RIEGER
SPRINGER
SWACKHAMMER
WALLIS

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BINKLEY
COGHILL
DUNCAN
ELIASON
FAHRENKAMP
FAIKS
FISCHER
HALFORD
HENSLEY
JONES
JOSEPHSON
KELLY
KERTTULA
RODEY
STURGULEWSKI
SZYMANSKI
UEHLING
ZHAROFF

NO RESPONSE REQUIRED

PUBLIC OPINION MESSAGE

DEAR: REPRESENTATIVE ULMER

NAME: ANNA THOMPSON
TITLE:
ADDRESS: 9499 BRAYTON, SPACE 201
CITY: ANCHORAGE
PHONE: 344-9338
BILL NO: HB 167
SUBJECT: MANDATORY SEAT BELTS
MESSAGE: I AM IN SUPPORT OF HB 167.

ZIP: 99507

POMID: 03105833
DATE: 04/07/87
TIME: 10:58:33
LIONAME: ANCHORAGE LIO

COPIES: REPRESENTATIVES REPRESENTATIVES

ADAMS	BARNES
BOUCHER	BOYER
BROWN	CATO
COLLINS	COTTEN
DAVIDSON	DAVIS
DONLEY	ELLIS
FRANK	FURNACE
GOLL	GRUENBERG
GRUSSENDORF	HANLEY
HERRMANN	HOFFMAN
HUDSON	KOPONEN
LARSON	MARTIN
MENARD	MILLER
NAVARRE	PEARCE
PETTYJOHN	PHILLIPS
POURCHOT	RIEGER
SHULTZ	SPRINGER
SUND	SWACKHAMMER
TAYLOR	WALLIS
ZAWACKI	

PUBLIC OPINION MESSAGE

DEAR: REPRESENTATIVE ULMER

NAME: LORI LANDSTROM
TITLE:
ADDRESS: BOX 3998
CITY: SOLDOTNA ZIP: 99669
PHONE: N/A-
BILL NO: HB 167
SUBJECT: SEAT BELTS

MESSAGE: I URGE YOU TO PASS HB167. I STRONGLY SUPPORT THIS BILL. AS A VOLUNTEER
AMBULANCE PERSONNEL I'VE SEEN PEOPLE WHO TOTAL THEIR VEHICLE BUT BECAUSE THEY
HAD THEIR SEAT BELT ON, WALK AWAY WITHOUT A SCRATCH. THANK YOU.

POMID: 13121336
DATE: 04/07/87
TIME: 12:13:36
LIONAME: SOLDOTHA LIO

COPIES: REPRESENTATIVES SENATOR

NAVARRE FISCHER
SWACKHAMMER
BARNES
COTTEN
GRUENBERG
SUND
TAYLOR

PUBLIC OPINION MESSAGE

DEAR: REPRESENTATIVE ULMER

NAME: DONALD S. ALSPACH
TITLE:
ADDRESS: 2101 DAWNLIGHT COURT
CITY: ANCHORAGE ZIP: 99501
PHONE: 274-9103
BILL NO: HB 167
SUBJECT: MANDATORY SEAT BELTS
MESSAGE: MY FAMILY AND URGE THE PASSAGE OF A MANDATORY AUTOMOBILE SAFETY BELT LAW. SUCH A LAW WOULD SAVE MANY LIVES THAT WOULD BE LOST BY PERSONS TO IGNORANT TO WEAR THE SAFETY BELTS WITHOUT BEING FORCED.

POMID: 03132531
DATE: 04/07/87
TIME: 13:25:31
LIONAME: ANCHORAGE LIO

COPIES: REPRESENTATIVES REPRESENTATIVES

ADAMS	BARNES
BOUCHER	BOYER
BROWN	CATO
COLLINS	COTTEN
DAVIDSON	DAVIS
DONLEY	ELLIS
FRANK	FURNACE
GOLL	GRUENBERG
GRUSSENDORF	HANLEY
HERRMANN	HOFFMAN
HUDSON	KOPONEN
LARSON	MARTIN
MENARD	MILLER
NAVARRE	PEARCE
PETTYJOHN	PHILLIPS
POURCHOT	RIEGER
SHULTZ	SPRINGER
SUND	SHACKHAMMER
TAYLOR	WALLIS
ZAWACKI	

NO RESPONSE REQUIRED

A M E N D M E N T

Offered in the HOUSE

By Cotten

TO: HB 167

Page 2, after line 6, insert a new subsection to read:

"(e) Notwithstanding any other provision of law, a peace officer may not stop or detain a person to determine compliance with (a) or (b) of this section, or issue a citation for a violation of (a) or (b) of this section, unless the peace officer has probable cause to stop or detain the person other than for a violation of (a) or (b) of this section."

HOUSE COMMITTEE REPORT

(7)

Date referred: 3/6/87

FURTHER REFERRALS: Judiciary

DATE: 3-20-87

The State Affairs Committee has considered HB 167

"An Act relating to mandatory use of safety devices."

RECOMMENDS:

- replace with CS HB 167(SA) the same title
- attached amendment(s) a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the _____ Committee

ADOPTS: _____ letter of intent

ATTACHES NEW FISCAL NOTE(s):

- fiscal impact same as previous fiscal note published _____
- zero fiscal note same as previous zero fiscal note published _____
- zero with analysis

SIGNING DO PASS:

[Signature]

Cliff Davidson

Dave Douby

Carol [Signature]

SIGNING OTHER RECOMMENDATIONS:

Terry [Signature] - No Rec.

[Signature]
Chairman's signature



Official Business

Alaska State Legislature

House

P.O. BOX V
State Capitol
Juneau, Alaska 99811

COMMITTEE ON STATE AFFAIRS

March 31, 1987

Jim Preston
8501 Jennifer Drive
Juneau, AK 99801

Dear Jim:

Thank you for your Public Opinion Message (POM) on seat belts. You will be interested to know that HB 167 passed from the State Affairs Committee on March 20 and is now in the House Judiciary Committee.

By the way, congratulations on your outstanding performances in another Juneau Lyric Opera success. I wish I could have had the time to be a part of it.

Thanks, again, for your POM. It's always nice to hear from someone I know.

Sincerely,

A handwritten signature in cursive script, appearing to read "Fran Ulmer".

Fran Ulmer, Chair
State Affairs Committee

PUBLIC OPINION MESSAGE

DEAR: REPRESENTATIVE ULMER

NAME: JIM PRESTON
TITLE: TEACHER
ADDRESS: 8501 JENNIFER DRIVE
CITY: JUNEAU
PHONE: 789-0088
BILL NO: HB 167

ZIP: 99801

SUBJECT: MANDATORY SEAT BELTS

MESSAGE: I AM IN FAVOR OF THE MANDATORY SEAT BELT LAW. I KNOW THAT A SEAT BELT HAS SAVED MY LIFE, AND IN STATES WHERE THEY HAVE MANDATORY SEAT BELT LAWS, THE NUMBER OF FATALITIES DECREASE.

POMID: 00145300
DATE: 03/25/87
TIME: 14:53:00
LIONAME: JUNEAO LIO

COPIES: REPRESENTATIVE SENATOR
 HUDSON DUNCAN

*Seat belt
file*

Original sponsors: Cotten, Ulmer,
Koponen, et al.

1 IN THE HOUSE

BY THE STATE AFFAIRS COMMITTEE

2 CS FOR HOUSE BILL NO. 167 (State Affairs)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

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

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

8 * Section 1. AS 28.05.095 is repealed and reenacted to read:

9 Sec. 28.05.095. USE OF SAFETY DEVICES REQUIRED. (a) Except as
10 provided in (c) of this section, a person may not occupy a motor
11 vehicle while in operation unless restrained by a safety belt.

12 (b) Except as provided in (c) of this section, a driver may not
13 transport a child under the age of seven in a motor vehicle unless the
14 driver has provided and properly secured each child as described in
15 this subsection. If the child is less than four years of age, the
16 child shall be properly secured in a child safety device meeting the
17 standards of the United States Department of Transportation for a
18 child safety device for infants. If the child is between four and six
19 years of age, the child shall be properly secured in a child safety
20 device approved for a child of that age and size by the United States
21 Department of Transportation or in a seatbelt, whichever is appropri-
22 ate for the particular child.

23 (c) Subsections (a) and (b) do not apply to

24 (1) passengers in a school bus or an emergency vehicle;

25 (2) a vehicle operator acting in the course of employment
26 delivering mail or newspapers from inside the vehicle to roadside mail
27 or newspaper boxes;

28 (3) a person or class of persons exempted by regulation
29 under AS 28.05.096;

1 (4) a person required to be restrained by seatbelts under
2 (a) or (b) of this section if the motor vehicle is not equipped with
3 seatbelts; or

4 (5) a motor vehicle exempt under AS 28.10.011(11).

5 (d) A person may not remove a seatbelt from a vehicle solely to
6 be exempted under (c)(4) of this section.

7 (e) Notwithstanding any other provision of law, a peace officer
8 may not stop or detain a person to determine compliance with (a) or
9 (b) of this section, or issue a citation for a violation of (a) or (b)
10 of this section, unless the peace officer has probable cause to stop
11 or detain the person other than for a violation of (a) or (b) of this
12 section.

13 * Sec. 2. AS 28.05.096(a) is amended to read:

14 (a) The commissioner of public safety may adopt regulations to
15 exempt a person [CHILD] or a class of persons [CHILDREN] from the
16 requirements of AS 28.05.095 if the commissioner determines that the
17 use of a [CHILD] safety device is impractical because of physical or
18 medical conditions of the person or class of persons [CHILD].

19 * Sec. 3. AS 28.05.099 is amended to read:

20 Sec. 28.05.099. PENALTY. (a) A person convicted of a violation
21 of AS 28.05.095(a), (b), or (d) [(c)] is guilty of an infraction and
22 may be fined up to \$15. In addition to the fine established under
23 this section, a person convicted of a violation of AS 28.05.095(b) may
24 be assessed demerit points as determined by regulations of the depart-
25 ment, notwithstanding the provisions of AS 28.15.231(b).

26 (b) A person who violates AS 28.05.095(b) [AS 28.05.095(a)] by
27 failing to provide a child safety device or seatbelt may provide a
28 peace officer, including a village safety officer, proof of purchase
29 or acquisition, and installation, of an approved child safety device

1 or seatbelt. If the proof is provided within 30 days after the issu-
2 ance of a citation for the infraction, the court shall dismiss the
3 citation and no points shall be assessed under (a) of this section
4 unless the person has

5 (1) been convicted previously for violating that section by
6 failing to provide a child safety device or seatbelt;

7 (2) been cited for failure to provide a child safety device
8 or seatbelt and has forfeited the bail required by the citation; or

9 (3) provided the proof required by this subsection on a
10 prior occasion.
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STATE OF ALASKA 1987 LEGISLATIVE SESSION
FISCAL NOTE

Bill Version: CSHB 167 (SA)

Publish Date: _____

REQUEST

Revision Date: _____

Title: "An Act relating to mandatory use of safety devices."

Sponsor: Cotten, Ulmer, Koponen, ...

Requestor: House Judiciary

Agency Affected: PUBLIC SAFETY

BRU: Highway Safety Planning Agency

Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

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

FUNDING:: (Thousands of Dollars)

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

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

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

Prepared by: Ellen Moore, Program Coordinatory Phone: 465-4375

Division: Highway Safety Planning Agency Date: 3/23/87

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

Agency: Public Safety

Distribution (by preparer):

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



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Juneau, Alaska 99811

STATE AFFAIRS COMMITTEE

HOUSE BILL 167

FILE CONTENTS

1. HB 167: AN ACT RELATING TO MANDATORY USE OF SAFETY DEVICES
2. ALASKA SAFETY BELT USE COALITION LEGISLATIVE UPDATE, 3/13/87
3. GENERAL INFORMATION
4. ALASKA SAFETY BELT USE COALITION LEGISLATIVE UPDATE, 3/11/87
5. LETTER FROM HERBERT EVERETT TO REPRESENTATIVE ULMER, DATED 3/9/87
6. LETTER FROM JOE HAYES TO REPRESENTATIVE ULMER, DATED 3/11/87
7. POSITION PAPER, DEPARTMENT OF PUBLIC SAFETY
8. POSITION PAPER, DEPARTMENT OF HEALTH AND SOCIAL SERVICES

FISCAL NOTE

- A. DEPARTMENT OF PUBLIC SAFETY, HIGHWAY SAFETY PLANNING: EXPENDITURES = 0; REVENUES = \$15,000
- B. DEPARTMENT OF HEALTH AND SOCIAL SERVICES, PUBLIC HEALTH ADMINISTRATION SERVICES - EMS: -0-



Official Business

Alaska State Legislature

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State Capitol
Juneau, Alaska 99811

COMMITTEE ON STATE AFFAIRS

March 30, 1987

Julia Carlton
c/o Juneau-Douglas High School
10014 Crazy Horse Drive
Juneau, AK 99801

Dear Julia:

Thank you for participating in the Close-Up program and testifying before the House State Affairs Committee on House Bill 167, relating to mandatory use of seat belts. You chose a very worthwhile bill to support and I am happy you were able to see it successfully passed from our committee.

I am enclosing a photocopy of the newspaper article which appeared in the Juneau Empire in case you need an extra.

Thanks, again, for taking the time to care.

Sincerely,

A handwritten signature in black ink, appearing to read "Fran Ulmer".

Fran Ulmer, Chair
House State Affairs Committee

Enclosure
HB 167



Official Business

Alaska State Legislature

House

P.O. BOX V
State Capitol
Juneau, Alaska 99811

COMMITTEE ON STATE AFFAIRS

March 30, 1987

Shannon Sexton
c/o Juneau-Douglas High School
10014 Crazy Horse Drive
Juneau, AK 99801

Dear Shannon:

Thank you for participating in the Close-Up program and testifying before the House State Affairs Committee on House Bill 167, relating to mandatory use of seat belts. You chose a very worthwhile bill to support and I am happy you were able to see it successfully passed from our committee.

I am enclosing a photocopy of the newspaper article which appeared in the Juneau Empire in case you need an extra.

Thanks, again, for taking the time to care.

Sincerely,

A handwritten signature in cursive script, appearing to read "Fran".

Fran Ulmer, Chair
House State Affairs Committee

Enclosure
HB 167

DATE

TO: Rep. Fran Ulmer

FR: Reed Reynolds - Southeast Regional EMS Council

SENT BY SITKA, ALASKA LEGISLATIVE INFORMATION OFFICE.

NUMBER OF PAGES INCLUDING THIS ONE: 2

PLEASE NOTE THAT WE HAVE A RAPICOM 230 AUTOMATIC TELECOPIER; THIS MACHINE CANNOT TRANSMIT PAGES LARGER THAN 8½" x 14". OUR TELECOPIER DIRECT LINE IS (907) 747-5807.

PLEASE TELEPHONE IMMEDIATELY IF ANY PAGES ARE RECEIVED IMPROPERLY: (907) 747-6277.

BILLED TO: _____

RESOLUTION

SOUTHEAST ALASKA EMERGENCY MEDICAL SERVICES

- WHEREAS: Trauma is the leading cause of death in Alaska and fourth in the nation;
- WHEREAS: Motor vehicle crashes are the number one cause of death from unintentional traumatic injuries;
- WHEREAS: More than 40,000 people in the U.S. and more than 100 in Alaska die each year from motor vehicle crashes;
- WHEREAS: More than 6,000 people in Alaska are injured seriously in motor vehicle crashes each year;
- WHEREAS: Seatbelts have been proven effective in reducing both deaths and serious injuries; and mandatory seatbelt use laws have been proven effective in increasing the use of seatbelts; and
- WHEREAS: The primary goal of Emergency Medical Services is to save lives;

THEREFORE BE IT RESOLVED:

That the Emergency Medical Services providers of Southeast Alaska support the passage of a mandatory seatbelt use law for Alaska,

and be it further resolved that this legislation be amended to require seatbelts on school buses and all public conveyances.

Moved seconded & passed

3/20/87

Reed Reynolds

At the 3rd Annual Southeast EMS Symposium with 150 persons attending.

Position Paper 12
3/87

FEDERAL STANDARD 208

ISSUE: Are your efforts to pass safety-belt-use laws aimed at rescinding Federal Motor Vehicle Safety Standard 208 (FMVSS 208), making passive restraints -- most notably, air bags -- mandatory in all new automobiles on a phased-in basis?

POSITION: No. Our goal is to save lives and prevent serious injuries by having motorists use the safety belts which already exist in their automobiles. Experience in many of our states, and throughout the world, proves high safety-belt usage can only be attained through safety-belt-use laws.

Safety-belt laws are necessary because automatic safety belts can be detached. For full protection -- even in cars equipped with air bags -- vehicle occupants should wear their safety belts.

Automobile manufacturers already are -- or planning to -- install and market air bags as supplemental protection in new cars. Those bags will be helpful in frontal collisions, but of no value in the event of rollovers, multiple-impact accidents and side-on or rear-on crashes. Safety belts offer protection in all types of accidents.

Even if air bags were made mandatory, it would be well into the 21st century before they would be available in all automobiles. During the time it will take to phase air bags in, U. S. Department of Transportation figures show that tens of thousands of lives could be saved, and millions of serious injuries prevented, if everyone used the safety belts available in all cars today.

As automobile manufacturers proceed to comply with the provisions of FMVSS 208, safety-belt-use laws still are necessary to obtain the highest level of protection in our automobiles.

BACKGROUND: Automobile manufacturers are complying with FMVSS 208, requiring automatic restraints be phased in on 10 percent of all 1987 models; 25 percent of 1988 models; 40 percent of 1989 models; and 100 percent of 1990 models. When U. S. Department of Transportation Secretary Elizabeth H. Dole issued FMVSS 208 on July 11, 1984, she offered to rescind it if two-thirds of the population is covered by safety-belt-use laws by April 1, 1989, and if those laws covered all front-seat passengers, contained waivers only for medical reasons, included at least a \$25 fine, allowed the violator to be used in mitigation of damages, provided for an educational program aimed at compliance, and had an effective date of no later than September of 1989. Nearly 70 percent of the U. S. population is now covered by belt laws.

ISSUED: March 10, 1987

AIR BAGS

ISSUE: How does your organization feel about air bags?

POSITION: Air bags are only effective in frontal collisions, which represent about one-half of all automobile accidents. Safety belts provide protection in all types of accidents, offering more overall security than air bags.

Even if air bags were made mandatory, it would be well into the 21st century before they would be available in all automobiles. Tens of thousands of lives can be saved and millions of injuries prevented over the next 20 years if people will use the safety belts which are available in all cars now.

BACKGROUND: Air bags in automobiles are very useful supplementary safety devices, but an occupant in an air-bag-equipped car still should wear a safety belt, because of the air bag's limited utility.

Air bags are inflated only by relatively severe frontal impacts and offer little or no protection in the event of rollovers, multiple-impact accidents, side-on or rear-on crashes.

If air bags were required in all new cars, every automobile on the road could not possibly be equipped with them for another 15 to 20 years. U. S. Department of Transportation figures show tens of thousands of lives could be saved, and millions of injuries prevented, by using the safety belts available in all cars today.

All the evidence shows that the only way to get substantial and dramatic increases in safety-belt use is through safety-belt-use laws.

ISSUED: March 10, 1987

A M E N D M E N T

Offered in the HOUSE

By Cotten

TO: HB 167

Page 2, after line 6, insert a new subsection to read:

"(e) Notwithstanding any other provision of law, a peace officer may not stop or detain a person to determine compliance with (a) or (b) of this section, or issue a citation for a violation of (a) or (b) of this section, unless the peace officer has probable cause to stop or detain the person other than for a violation of (a) or (b) of this section."

ALASKA PUBLIC OPINION RESEARCH SURVEY

Prepared For

ALASKA SAFETY BELT USE COALITION

January, 1987

By Hellenthal and Associates, Inc.

LAW REQUIRING SAFETY BELTS FOR ALL VEHICLE OCCUPANTS
BY
POLITICAL AND GENERAL DEMOGRAPHICS

		Are you for or against a safety belt law?	
Frequency		For	Against
STATE HOUSE DISTRICTS:			
1	19	83.2%	16.8%
2	12	72.4%	27.6%
3	102	65.7%	34.3%
4	28	68.7%	31.3%
5	19	49.8%	50.2%
6	6	35.7%	64.3%
7	42	52.6%	47.4%
8	109	60.5%	39.5%
9	91	67.3%	32.7%
10	126	70.2%	29.8%
11	88	58.9%	41.1%
12	85	68.6%	31.4%
13	86	59.1%	40.9%
14	96	68.9%	31.1%
15	98	65.1%	34.9%
16	106	69.4%	30.6%
17	19	74.3%	25.7%
18	41	53.0%	47.0%
19	19	73.3%	26.7%
20	69	46.1%	53.9%
21	51	61.8%	38.2%
22	9	65.3%	34.7%
23	8	77.5%	22.5%
24	9	76.9%	23.1%
25	9	100.0%	
26	10	68.2%	31.8%
27	116	65.7%	34.3%

Frequency	Are you for or against a safety belt law?	
	For	Against
AREAS OF ALASKA:		
Southeast	74.0%	26.0%
Sitka	65.7%	34.3%
Cordova-Kenai-S. Anc.	48.3%	51.7%
Anchorage	65.0%	35.0%
MatSu	69.4%	30.6%
Greater Fairbanks	56.8%	43.2%
Rural Alaska	77.7%	22.3%
Kodiak	65.7%	34.3%
TOTAL ROW PERCENT	65.1%	34.9%

STATE WIDE RESULTS

In total, 1473 Alaskan adults were interviewed between January 8th and 17th, 1987.

Question - Are you for or against a safety belt law?

Response - For : 65.1%, Against : 34.9%

Question - If Alaska passed a safety belt use law would you say that you would always wear a safety belt, would wear one most of the time, would sometimes wear one, would hardly ever wear one, or would never wear one?

Response - Always wear a safety belt : 62.1% , Wear safety belt most of the time : 22.6%, Sometimes wear a safety belt : 8.0%, Hardly ever wear a safety belt : 3.8%, Never wear a safety belt 3.5%.

Alaska Vehicle Occupant Fatality Figures, 1985 (last year for which figures are available):

According to the Alaska Highway Safety Planning Agency, in 1985 there were one hundred and twenty-seven traffic accident fatalities. Of the 127 people killed in Alaskan traffic accidents in 1985, 100 (79%) were drivers and passengers of cars. Ninety-four of the 100 people killed were not wearing seat belts.

March 9, 1987

SUBJECT: Safety Belt Use Law Effect Fact Sheet as Reported
by National Highway Traffic Safety Administration

Briefly, the NHTSA report highlights the following:

- Since December 1984 to September 1986, 1058 lives have been saved due to SBULs
- For the first six months of 1986 if the fatality changes in states without SBULs are used to estimate what would have happened in the use law states if they had not had use laws, then these data produce an estimate that SBULs were 11.5 percent effective in preventing fatalities.
- Safety belt use can reduce risk of serious or fatal injuries by 40 to 50 percent.
- Belt use in post law states averages about 45 percent.

SAFETY BELT USE LAWS FACT SHEET

January 1987

SAFETY BELT USE LAWS

In July 1984, New York State enacted the first safety belt use law in the U.S. Combined with Secretary Dole's initiative on automatic occupant protection, this began a wave of legislative action that resulted in the enactment of belt use laws in 26 States and the District of Columbia.

Each of these laws has as its goal the reduction in deaths and injuries in motor vehicle crashes. This fact sheet presents information on how effective these laws have been in achieving that goal.

The total life savings attributable to a safety belt use law are a function of both the effectiveness of safety belts in reducing fatalities and injuries and the degree to which motor vehicle occupants actually use their safety belts.

Field studies of a wide variety of motor vehicle crashes, both here and overseas, consistently indicate that, when used, safety belts can reduce the risk of fatal or serious injuries by between 40 and 50%. The degree of use varies in response to passage of a use law. While cases exist abroad where safety belt use levels in excess of 90% have been sustained, there are also instances where enactment of use laws has not been followed by any substantial increase in belt use. Currently, safety belt usage in States that have passed use laws averages about 45%. Usage varies widely, however. States with usage in excess of 70% are adjacent to States where usage does not exceed 40%.

This fact sheet presents an estimate of the number of lives that have been saved as a result of compliance with safety belt use laws. These estimates are obtained through the use of time series analyses as well as comparisons of motor vehicle front seat occupant fatalities occurring after the enactment of a law with those levels during similar periods prior to the law's enactment. The fact sheet also presents information on safety belt use law performance for 1985 and for the first six months of 1986.

ESTIMATES OF SAFETY BELT USE LAW PERFORMANCE

The National Highway Traffic Safety Administration's National Center for Statistics and Analysis has made estimates of the fatality reductions due to safety belt use laws. These estimates are based on information from the Fatal Accident Reporting System (FARS).

- o FARS contains information on the number of front seat passenger vehicle occupant fatalities.

- o These fatalities in States during the months in which the safety belt use law was in effect have been compared to fatalities during the same months in previous years when the law was not in effect. Additionally, front seat passenger vehicle occupant fatalities in States that did not have a safety belt use law in effect during any year have been compared so that a fatality trend can be established.
- o A percentage reduction in front seat passenger vehicle occupant fatalities can be calculated using this data.

LIVES SAVED DUE TO SAFETY BELT USE LAWS

By aggregating all the front seat passenger vehicle occupant fatalities that have occurred in States since their belt use laws became effective, it is possible to estimate the lives saved due to these laws.

- o Based on the data available, safety belt use law performance is estimated at 7%. That is, occupant fatalities in passenger vehicles have been reduced by 7% in States that passed use laws.
- o Passage of safety belt use laws will save lives. More importantly, once a law is passed, it will continue to save lives.
- o An estimate of the lives saved across the nation due to the passage of safety belt use laws since the first safety belt law became effective in New York in December of 1984 is presented below:

<u>Time Period</u>	<u>Lives Saved Due to Safety Belt Use Laws During this Period</u>	<u>Total Lives Saved Due to Safety Belt Use Laws</u>
December 1984	7	7
January '85 - June '85	49	56
July '85 - December '85	223	279
January '86 - September '86	779	1058

SAFETY BELT USE LAW PERFORMANCE IN 1985

In 1985, eight States had safety belt use laws in effect for at least 3 months. A minimum of 3 months is necessary to ensure that the effects of use laws can be assessed.

- o FARS data from these States were used to estimate the effects of safety belt use laws on front seat passenger vehicle occupant fatalities. NHTSA's estimate is that safety belt use laws resulted in a 7% reduction of these fatalities in 1985.

MANDATORY USE LAW PERFORMANCE IN 1986

As of December 1986, FARS has sufficient fatality counts for the first 6 months of 1986 to make estimates of safety belt use law effects on front seat passenger vehicle occupant fatalities.

- o Front seat passenger vehicle occupant fatalities decreased by an estimated 3% in States which did not have a safety belt use law in effect the first half of 1985 but had a law in effect for all the first half of 1986.
- o In contrast, fatalities in the front seats of passenger vehicles increased by an estimated 8% among States which had not implemented a safety belt use law by the end of the first half of 1986.
- o If the fatality changes in States without safety belt use laws are used to estimate what would have happened in the use law States if they had not had use laws, then these data produce an estimate that safety belt use laws were 11% effective in preventing fatalities.
- o Using time series analysis covering the cumulative time period from January '85 through September '86, safety belt use laws are estimated to have resulted in a 7% reduction in fatalities.
- o Based on all available data and analyses, mandatory use law performance is estimated at 7%.

MANDATORY USE LAW LEGISLATION

Beginning with New York in December 1984, Columbia have passed mandatory belt use la dates are presented below:

<u>State</u>	<u>Effective Date</u>	<u>S</u>	
New York	12/01/84	New	
New Jersey	3/01/85	Tem	
Illinois	7/01/85	Utah	
Michigan	7/01/85	Ohio	
Texas	9/01/85	Wash	
Nebraska*	9/06/85	Flor	
Missouri	9/28/85	Iowa	
North Carolina	11/01/85	Kans	
District of Columbia	12/12/85	Loui	
Hawaii	12/16/85	Idah	
California	1/01/86	Maryland	
Connecticut	1/01/86	Minnesota	
Massachusetts*	1/01/86	Oklahoma	
		Indiana	
			11/01/86
			7/01/86
			8/01/86
			2/01/87
			7/01/87

*As of 3/13/87
 25 States + D.C.
 have passed seat
 belt use laws.
 The new state added
 is VIRGINIA 2/17/87

*SAFETY BELT LAW WAS RESCINDED BY A 11/4/86 REFERENDUM VOTE

September 24, 1986

SUBJECT: Analysis of NTSB Study

Should Rear Seat Occupants Wear Lap Belts? - An Analysis of the NTSB study

On August 11 the National Transportation Safety Board (NTSB) held a press conference to report on a 'new study' with startling and disquieting news: that rear seat occupants of automobiles may have more serious injuries in crashes if they wear lap type seat belts than if they remain totally unrestrained. NTSB staff were quick to point out that their study was based on a very small sample - only 26 frontal crashes - and that their comments were meant to apply to persons wearing lap belts and not to those wearing lap belt - shoulder harness combinations which, they noted, are considerably more effective than are lap belts alone.

Nonetheless the cautions urged by NTSB have been overlooked and some people have questioned the value of all seat belts, although NTSB had in fact pointed out that even their conclusions about lap belts alone may be premature, given the minute size of their sample. With this in mind I have read through the entire NTSB report, including information about each of the 26 crashes studied, to try to determine to what extent this study meets scientific standards for research.

I must conclude that this is one of the least adequate studies I have ever reviewed as an epidemiologist. Were it submitted to any of the major refereed scientific journals in this field I strongly suspect it would be rejected because of the extremely poor research design. These design issues are the following:

1. There were important biases in the selection process. In 1984 there were 330,000 head on crashes alone reported in the U.S. plus many more than these that were front end crashes at an angle. Out of these several hundred thousand crashes NTSB chose 26 to study. These were not chosen at random. Rather, all had to be a) tow away crashes, b) not inherently nonsurvivable, c) front end collisions, d) involving at least one occupant who was wearing a lap belt, and e) brought to the attention of NTSB field staff. Regarding the last of these criteria the report notes that "after several more cases turned up involving rear seat lap belts, it

*NTSB: "Safety Study. Performance of Lap Belts in 26 Frontal Crashes." Report # NTSB/SS-86/03 Wash, D.C. 1986

was decided to alert the field investigators to look especially carefully at potential cases involving occupants restrained in the rear seat (as distinct from the earlier, more general criterion of 'at least one occupant in the vehicle using a seat belt')." It is not clear from this statement - and probably unknown to the researchers - to what extent this selection policy resulted in substantial biases toward more severe cases of injury in persons wearing lap belts.

2. The crashes in this study not only weren't typical; they were even more severe than fatal Vermont crashes. A total of 139 persons were in the 26 vehicles in this study. Only 7 of them were uninjured, representing far more serious crashes than one sees typically. In fact, for comparison I reviewed 26 consecutive fatal crashes in Vermont. In those crashes there were only 63 occupants, 15 of whom had no injuries at all, despite the fact that some of the Vermont fatalities had so much vehicle destruction that they were nonsurvivable for those who died. Thus, NTSB crashes that supposedly were survivable turned out to be more severe on average than even the most severe crashes in Vermont.

3. Almost half the data for this study came from only 8 crashes. Forty five percent of the 139 occupants were in only 8 vehicles further compromising an already grossly inadequate study size and design.

One vehicle had 14 occupants

One vehicle had 13 occupants - one adult and 12 children ages 2 to 7

One vehicle had 7 occupants

Three vehicles had 6 occupants each

Two vehicles had 5 occupants each

If NTSB was urging caution because they had studied only 26 crashes, how much more caution should they have urged since almost half their cases came from only 8 crashes?

4. This study even suggests that lap - harness combinations are useless, again reflecting poor research design. The overwhelming majority of the many seat belt studies since the early 1950s have shown that lap belts save lives by preventing

occupant ejection, but that they do not reduce the severity of those injuries that do occur. In contrast lap-shoulder harness combinations reduce not only the frequency of death but markedly reduce the severity of injury as well. Overall one can expect a 25% reduction of all injuries, a 40-50% reduction of severe injuries and a 60-75% reduction of fatal injuries. As seen in the accompanying chart by Campbell and Reinfurt, in only three studies (all with small samples) out of the 42 they examined were seatbelts found not to be of benefit, and the larger studies all showed substantial benefit.

Despite the hundreds of well designed studies that document the benefits of seatbelts in saving lives, and of lap-harness combinations in saving lives and reducing injury severity, the NTSB study not only suggested that lap belts were less protective than being totally unrestrained; it also suggested - despite the comments by NTSB to the contrary - that one was no better off with a lap-harness combination than with no restraint at all (Table 1). For all of the reasons noted above, I strongly believe that this strange conclusion was a reflection of the peculiar way the sample was chosen rather than a true finding that lap-harness combinations are not useful. They are extremely useful when compared to being unrestrained.

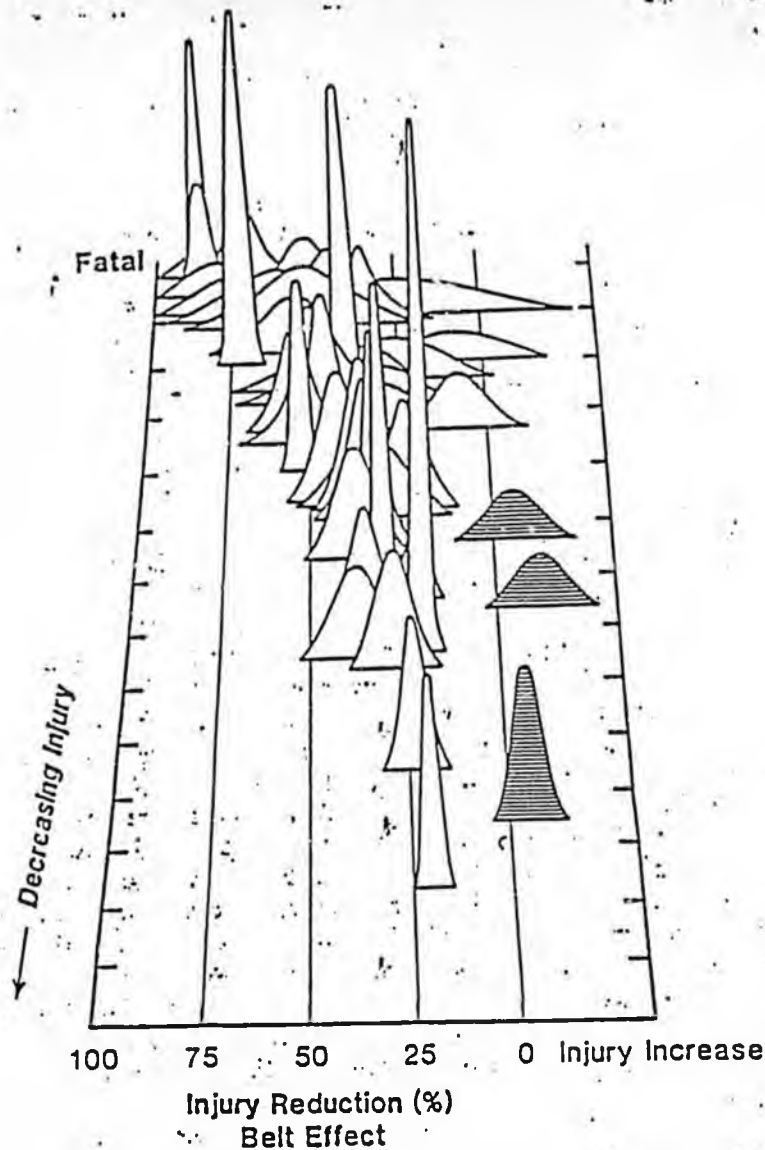
What Can One Conclude?

1. For the reasons noted above no conclusions of any sort can be reached from the NTSB study because the study design and the sample size do not meet scientific criteria for valid research. One does not set public policy based on 26 crashes, much less 8 crashes, all of which were carefully chosen so that they would be severe.

2. Based on many other studies, it does seem appropriate to conclude that:
a) lap-shoulder combinations are useful both in reducing frequency and severity of injury while lap belts alone reduce frequency of fatality but not of injury,

- b) in a minority of cases lap belts do cause injuries, but their benefits still substantially outweigh their drawbacks
- c) Whenever possible installation and use of lap-shoulder combinations is preferable to lap belts alone, including in the rear seat.
- d) Use of either lap-shoulder combinations or lap belt alone is preferable to being unrestrained.

Julian A. Waller, M.D., M.P.H.
Professor of Medicine
The University of Vermont



Source: Adapted from B.J. Campbell and D.W. Reinfurt, "The Degree of Benefit of Belts in Reducing Injury: An Attempt to Explain Study Discrepancies," (Warrendale, Pa.: Society of Automotive Engineers, SAE Technical Paper Series 790684, 1979). Reprinted with permission, copyright © 1979 Society of Automotive Engineers, Inc.

Figure 7-1. Conclusions and Margins of Error in Studies of Effectiveness of Passenger Restraints in Reducing Injuries and Fatalities.

Figure 7-1 shows how the size of samples affects the conclusion reached in studies of the effectiveness of occupant restraints in reducing injury and death.⁸ The high peaks represent highly believable results involving large samples that have a very narrow margin of error. The low flat peaks involve small samples and consequently have a much greater margin of error. This difference in sample size is one reason why studies have described seatbelts as anywhere from totally ineffective to over 75 percent effective in reducing injury. Another reason, apparent from this figure, is that seatbelts are more effective in reducing serious and fatal injuries than in reducing minor ones. Thus, the conclusion of "success" or "failure" depends on the care taken in initially defining the program goals and objectives. If the sought-after end point is to reduce *all* injuries, the effectiveness of seatbelts will be less (25 percent) than if the goal is defined as reducing *serious and fatal* injury (50 percent reduction) or *fatal injury only* (65 percent decrease).

ABBREVIATED INJURY SCALE

	0	1	2	3	4+	TOTAL
UNRESTRAINED (N=57)	7%	35	30	19	9	100%
LAP/SHOULDER (N=32)	6%	38	31	9	16	100%

$$\chi^2 = 2.204 \quad DF = 4 \quad P = .698$$

THIS CONCLUSION IS CONTRARY TO ALMOST ALL PRIOR STUDIES OF LAP/SHOULDER BELT EFFECTIVENESS.

NTSB/SS-80/03

TABLE 1

Summary of Analysis of NTSB's "Safety Study. Performance of Lap Belts in 26 Fatal Crashes." (NTSB/SS-86/03, 1986)

NTSB's recent report on lap belt performance alleges that in frontal crashes persons wearing lap belts alone may have more severe injuries than do totally unrestrained persons. Analysis of this report reveals the following:

1. It was based on only 26 frontal crashes, all towaway and involving at least one lap seatbelt wearer with emphasis on rear seatbelts, and all brought to the attention of NTSB regional staff, through a process that may have had selection biases.
2. Only 7 of the 139 vehicle occupants were uninjured, representing far more persons per crash and far higher percentage of injured persons per crash than are typically found. In fact by comparison in 26 consecutive fatal Vermont crashes there were only 63 occupants, 15 of whom were uninjured.
3. While the report is based on 26 crashes, 45% of the 139 occupants were in fact in only 8 of these crashes. One vehicle had 14 occupants, another 13 (12 of whom were under age 8), another 7 occupants, while 3 had 6 persons each and 2 had 5 persons each. If it is unwise to base public policy on only 26 crashes, how much more unwise is it to do so based largely on 8 crashes?
4. Although NTSB staff argued that lap-shoulder harness combinations are better than being unrestrained the actual data in this poorly designed study do not support their statements. The distributions of injury severity (AIS) for the 57 unrestrained occupants and the 32 occupants with lap-shoulder belts were not significantly different ($p=.7$). This again is thought to be a reflection of the flawed study design rather than of a true lack of difference between belted and unbelted persons.
5. In conclusion the defects in study design are such as to warrant that no conclusions at all be drawn from this study either for frontal crashes or for any other types of crashes.



OFFICE OF THE PRESIDENT

August 19, 1986

Mr. James E. Burnett, Jr.
Chairman
National Transportation Safety Board
800 Independence Ave., S.W.
Washington, D.C. 20594

Dear Jim:

The Highway Users Federation wishes to comment on your recent study report: "Performance of Lap Belts in 26 Frontal Crashes" (NTSB/SS-86/03).

First, let me say that the report itself represents a strong reflection of the Board's determination to help improve safety on the nation's highways. The Federation appreciates the Board's continuing efforts to help cut the human and economic costs of traffic crashes, particularly through your timely studies.

However, in the case of NTSB/SS-86/03, we are seriously concerned about the Board's release of statistics which others have misinterpreted or misused. We speak specifically about data related to the role of lap belts in reducing traffic fatalities and injuries.

For example, certain segments of the population are over-represented in the report. About half of the accident victims (41%) studied were under 16 years of age. Twenty-four percent (24%) were six years of age or younger. Twenty percent (20%) of the victims were in two large vans, not passenger cars. Generalizing the results of these samples to represent the population as a whole or the kinds of vehicles most involved in crashes has led to erroneous conclusions.

Many of the news stories about the report reaching us have implied that lap belts are in themselves hazardous and should not be used. This conflicts with numerous other studies that show lap belts are beneficial. In particular, we cite the study based on data from the Fatal Accident Reporting System (FARS) for the years 1975-1984. The results showed a fatality reduction effectiveness of 14-24 percent resulting from the use of rear seat lap belts.

The Federation is encouraged by the report's finding that lap/shoulder belts are effective. However, the higher safety factor of lap/shoulder belts should not be allowed to detract from the fact that being buckled up even in a lap belt is far safer than riding unbuckled.

The inference drawn by some interpreters of the Board's report that back seat passengers are better off unbelted creates extremely unfortunate doubts about safety belt values. This inflicts harm to the nationwide safety belt effort. For this reason, we believe that it is incumbent on the Board to place the report's findings in proper perspective.

We believe that the motoring public deserves to know the Safety Board acknowledges in its own report that:

o The study deals with only one type of accident, the frontal crash. Inasmuch as passenger car (> 12 mph Delta) frontal crashes account for about 25 percent of all towaway crashes, the result included in your study cannot be transferred to the general accident experience.

o Lap belt benefits in minimizing occupant ejection in rollover and side-impact crashes cannot be assessed by analyzing frontal crashes alone.

✓ o The small size of the sample in the study "means that no statistically valid conclusion can be drawn from it."


o The Board states that the cases "investigated in this project are not representative of the range of real-world accidents and, therefore, the findings are not necessarily representative of overall lap belt performance."

o The Board states, "...it may be that if sufficient, accurate data were available on lap belt performance in crashes, it would be shown that lap belts reduce crash losses to a greater extent than they increase them."

Unfortunately, these qualifications have not been made clear or emphasized in the release of the report, a serious inadequacy that requires the Safety Board's immediate attention.

We feel the Board, as a public body appointed by the President of the United States, has the obligation to try to correct the misinterpretations of the study being made by the news media and the public without delay.

Sincerely,



Lester P. Lamm

EXCERPTS FROM JULY 86 STUDY
"EARLY RESULTS OF SEAT BELT LEGISLATION IN THE UNITED STATES OF AMERICA"
UNIVERSITY OF NORTH CAROLINA

Belt laws spark U.S. health trend

Safety belts save lives

Continued from page 1

Safety-belt-use laws that cover about 159 million U.S. residents have created a new class of citizens — survivors.

These are persons who lived through traffic accidents because they were buckled up. And many were wearing safety belts because of belt-use laws passed by lawmakers concerned about reducing the human and financial costs of accidents.

Dr. B.J. Campbell, director of the Highway Safety Research Center at the University of North Carolina, says that, in 1985, 400 Americans in eight states owed their lives to safety-belt laws during the first few months those laws were in force in their states.

Campbell studied the life-saving impact of safety-belt laws in effect during 1985 in Illinois, Michigan, Missouri, Nebraska, New Jersey, New York, North Carolina and Texas.

"One of the newest and most profound changes in U.S. motor-vehicle transportation history has taken place in the past two years with the enactment of these laws. Before the belt laws, safety-belt use was less than 20 percent," he said.

Now belt use is in the 40 to 50 percent range in those states, and 16 additional states have enacted belt-use laws.

"While this is a long way from the kind of compliance everyone would like to see, it's much higher than has



SAVED BY BELT: Police officer Robin Kane's car was struck in the rear while she was on duty.

ever been seen before, and it's a dramatic and agreeable improvement," he said.

Campbell said by projecting his findings in those eight states to the entire nation, 2,000 to 2,500 lives could be saved each year. "And mind you, that's with seat-belt use at its current level of 40 to 50 percent," he said.

If safety-belt laws covered all vehicles in the United States and everyone obeyed the laws, at least

7,000 to 9,000 lives would be saved annually, he said.

Police Officer Robin Kane, a member of the Suffolk County Highway Patrol, near New York City, is one of the new breed of survivors. She joined that new class April 20, 1986 when she survived an auto accident because she was wearing a safety belt.

Kane was in her patrol car, parked on the median of the Long

Island Expressway monitoring traffic, when it was struck in the rear by an auto traveling at about 60 mph. The car that hit Kane's was being driven by a drunken driver.

After the crash, Kane unfastened her safety belt and was pulled from the auto by emergency personnel.

"The trunk of the patrol car was pushed all the way to the back of the front seat, but my safety belt

Please see next page

held me in place and kept me from being more seriously injured," Kane said.

"I have worn a safety belt regularly for years and with the volume of traffic on our roads today, anyone who doesn't buckle up—and encourage their friends and family to do the same—is a fool."

Public information and grassroots education provided by state coalitions and organizations such as Traffic Safety Now, Inc. (TSN) have helped pass belt laws. TSN is a non-profit organization committed to increasing the use of safety belts to save lives and reduce injuries in the USA.

"In two short years, the state coalitions have formed the nucleus of an effective grassroots effort to pass safety-belt laws," said Charles L. Soilman, president of TSN. "It is inspiring to work with such dedicated people."

As more motorists buckle up because of safety-belt laws, fewer people are being injured in accidents and the cost to society of traffic accidents is going down, Spilman said.

According to the National Highway Traffic Safety Administration (NHTSA), 22,000 drivers and front-seat passengers died in traffic accidents during 1984, the latest year for which complete data are available.

The cost of all accidents was about \$42 billion, according to NHTSA. That figure includes the cost of insurance expenses, productivity losses, legal and court costs and medical expenses.

Safety laws succeed outside U.S.

The click of safety belts buckling up can be heard around the world as 31 countries now carry mandatory safety belt laws.

The latest addition to the safety roll is Singapore. It joins Great Britain, Australia, West Germany, Denmark, Ireland, Canada, France and 23 other countries in which there are belt use laws.

The United States remains one of the very few industrialized nations that does not have a country-wide safety belt regulation.

Australia was the first nation to pass legislation in 1972 that required front seat occupants to buckle up. Today, with 87 percent compliance, Australians have seen traffic fatalities cut by 20 percent and serious injuries by 30 percent. Admissions to hospitals after traffic mishaps have dropped by 50 percent.

According to Britain's Department of Transport, the year Great Britain introduced its safety belt law (1983), belt usage rose from 40 to 95 percent and traffic fatalities dropped 23 percent.

Serious injuries dropped 26 percent. That first year alone 500 lives were saved and as many as 7,000 serious injuries were prevented.

Sweden instituted its safety belt law in 1975 and reduced severe and fatal injuries by 45 percent for drivers and 67 percent for passengers. Highway belt usage jumped from 35 to 81 percent.

Norway strengthened its safety belt law last year by including rear seat passengers in the mandate.

Switzerland repealed its safety belt

law in 1976, saw traffic fatalities climb and quickly reinstated the regulation in 1980. The first year the belt law was back on the books, belt usage on the expressways rose from 42 to 88 percent.

Should the U.S. choose to follow the example of its sister nations and all 50 states pass safety belt legislation, 9,140 lives could be saved and 327,000 disabling injuries prevented, according to U.S. Department of Transportation estimates based on a belt use rate of 70 percent.



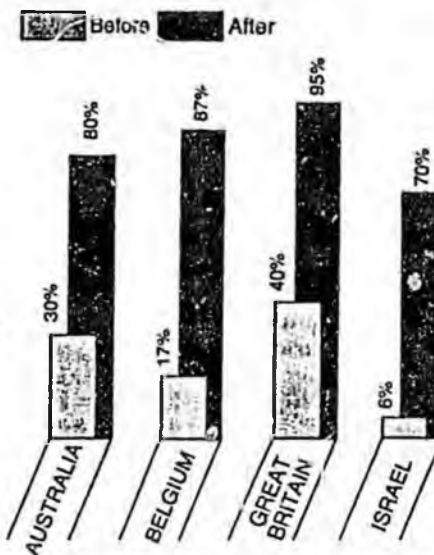
The case for requiring safety belt use is bolstered by the success of legislation around the world. Australia has the longest track record for belt use legislation and its benefits. The effect of compulsory belt use in Australia in 1972 was a dramatic reduction in injuries and fatalities.

During the first two post-legislation years, there was a 30 percent reduction in eye injuries; facial injuries were reduced by half and spinal injuries by a third. A drop of more than 50 percent was documented in the number of drivers admitted to hospitals per 1,000 vehicles on the road.

COUNTRIES WITH SAFETY BELT USE LAWS

Country	Effective Date	Country	Effective Date
Australia	1972	Ireland	1979
Austria	1976	Israel	1975
Belgium	1975	Ivory Coast	1970
Brazil	1977	Japan	1971
Bulgaria	1976	Luxembourg	1975
Canadian Provinces		Malawi	1982
British Columbia	1977	Malaysia	1979
Manitoba	1984	Netherlands	1975
Newfoundland	1982	New Zealand	1972
New Brunswick	1983	Norway	1975
Ontario	1976	Portugal	1982
Quebec	1976	Puerto Rico	1974
Saskatchewan	1977	South Africa	1977
Czechoslovakia	1975	Spain	1974
Denmark	1976	Sweden	1975
Finland	1975	Switzerland	1976
France	1973	Turkey	1982
Great Britain	1983	USSR	1976
Greece	1979	West Germany	1976
Hungary	1977	Yugoslavia	1977
Iceland	1981		

CHANGES IN USAGE RATES UNDER MANDATORY SEAT BELT USE LAWS (Selected Countries)



More than a decade has passed since belt use became mandatory throughout Australia. Belt wearing is now around 80 percent overall. As a result, it is conservatively estimated that vehicle occupant deaths have been reduced by 20 percent and serious injuries by 30 percent.

After the enactment of the 1975 belt use law in Sweden, the frequency of severe and fatal injuries was reduced by 45 percent for drivers and 67 percent for passengers while belt use rose to 85 percent!

The most recent nation to enact a belt use law was Great Britain where the law went into effect on January 31, 1983.

In the 12-month period prior to the law, there were 2,058 fatalities and 26,541 serious injuries to front seat occupants of passenger cars and light vans. In the succeeding year with the law in effect, belt use jumped to 95 percent from the previous 40 percent, fatalities declined by 23 percent and serious injuries by 26 percent.

1985-86
DATA

1985 ESTIMATES

TEN GOOD REASONS

WHY WE NEED A

SEATBELT LAW

IN

ALASKA

ALASKA HIGHWAY USERS FEDERATION
FOR

SAFETY AND MOBILITY

AND

AUTOMOBILE SAFETY FOUNDATION

P.O. BOX 92665

ANCHORAGE, AK 99509



IN ALASKA

One thing alone can save 35 lives a year, reduce the hardship and costs of over 600 injuries, save \$5 million worth of lost labor, and decrease economic losses associated with highway death and injury alone by as much as \$13 million: WEARING THE SEATBELTS ALREADY IN OUR CARS.

These facts are just four of the reasons Alaska needs a law requiring seatbelt use. Although a major purpose of a Alaska seatbelt use law would be to promote the safety of drivers and passengers using their seatbelts, such a law would also:

- . promote the safety of street and highway travelers other than seatbelt users;
- . promote the public welfare and safety by reducing highway deaths and injuries and public expenditures.

In other words, if Alaska requires seatbelts to be worn -- everyone can benefit!

The questions and answers are the good reasons why we NEED a seatbelt law in Alaska!

1Q -- How many people are killed in traffic accidents in Alaska annually?

A -- In 1985, there were 127 traffic accident fatalities. This number includes pedestrians, motor vehicle drivers and passengers, bicyclists and motorcyclists.

2Q -- How many people are injured in traffic accidents?

A -- Over 7,500 drivers, passengers, pedestrians and cyclists were injured in 1985.

3Q -- What is the estimated economic loss to Alaskans from traffic accident deaths and injuries annually?

A -- The cost of all motor vehicle accidents, excluding property damage-only crashes, exceeded \$82 million in 1985.

4Q -- How many of the people killed were occupants of passenger cars?

A -- Of the 127 people killed in Alaska traffic accidents in 1985, 100 (79%) were drivers and passengers of cars.

5Q -- How many of the people killed were occupants of passenger cars?

A -- Of the 7,500 traffic accident injuries, 73 percent (5,500) were to occupants of passenger cars.

6Q -- What is the annual cost of passenger car occupant deaths and injuries?

A -- The estimated cost of fatalities and injuries to passenger car occupants amounted to \$62 million in 1985.

7Q -- How many passenger car occupant deaths could have been prevented if seatbelt use were required in Alaska?

A -- Based on the assumption that a seatbelt use law would result in 80 percent usage and that belts are 50 percent effective in reducing fatalities, it is estimated that 35 lives could have been saved in 1985.

8Q -- How many passenger car occupant injuries could have been prevented if belt use were required?

A -- An estimated 600 injuries could have been prevented with 80 percent belt usage. Seatbelts are believed to be 50 percent effective in reducing moderate to critical injuries and 10 percent effective in reducing minor injuries.

9Q -- What would be the estimated annual cost savings if seatbelt use were required?

A -- A savings of more than \$18 million in medical costs, insurance expenses, legal costs, loss of productivity and other costs could be expected -- based on 1985 accident figures. This savings does not include accident costs in which only property damage was involved.

10Q -- Of the annual cost savings, what amounts can be attributed to savings from medical costs, legal costs, insurance expenses, human capital costs such as loss of productivity, and other costs such as police, fire department and emergency medical services costs?

A -- The estimated cost savings are:

Medical Costs.....	\$ 2,000,000
Legal Costs.....	\$ 2,000,000
Insurance Expenses.....	\$ 7,000,000
Human Capital Costs.....	\$ 5,000,000
Other Costs.....	\$ 2,000,000
TOTAL	\$18,000,000

THE NUMBER AND COST OF TRAFFIC
ACCIDENT DEATHS AND INJURIES
IN ALASKA, 1985

	<u>Number</u>	<u>Costs</u>
All Traffic Accident Fatalities	127	\$44,000,000
All Traffic Accident Injuries	7,500	\$38,000,000
Passenger Car Occupant Fatalities	100	\$34,600,000
Passenger Car Occupant Injuries	5,500	\$28,000,000
Passenger Car Occupant Deaths Prevented If Belt Use Were Required	35	\$12,000,000 savings
Passenger Car Occupant Injuries Prevented If Belt Use Were Required	600	\$ 6,000,000 savings

NOTES

- . All figures for 1985 -- the latest year for which complete accident statistics are available.
- . All costs are given in \$1985.
- . The fatality figures used to answer questions 1 and 4 are taken directly from the Fatal Accident Reporting System (FARS 1985) of the National Highway Traffic Safety Administration.
- . The injury figures are estimates based on State data.
- . The State totals were adjusted to include an estimate of unreported accident injuries.
- . The cost figures are based on estimates derived from The Economic Cost To Society of Motor Vehicle-Accidents published by NHTSA in May 1983.

- All other figures are based on estimates by the Highway Users Federation.
- (1985 is the latest year for which complete data are available to HUF-ASF.)

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VOLUME 9, NUMBER 24 The Valley Sun, Wasilla, Ak. February 10, 1987 Page 3 FEBRUARY 10, 1987

OPINION

Seat-belt law would stem highway carnage

Surprising as it might seem, a recent public opinion poll shows 65 percent of state residents surveyed are in favor of a mandatory seat-belt law. In the Mat-Su Valley, those polled favored a seat-belt law by 69 percent.

Legislation proposing such a law is expected to be introduced within a week, and with such overwhelming support by Alaskans, it should be fairly painless for legislators to give it speedy passage.

Statistics from states with seat-belt laws indicate that use of the restraints climbed dramatically once the laws were in place. The benefits of the increased use were also dramatic. Traffic fatalities were chopped between 10 and 26 percent, and costs to state governments caused by auto-accident injuries were also cut substantially.

EDITORIALLY SPEAKING

In Alaska, seat-belt legislation backers say the law would save between 20 and 50 lives each year, prevent 700 injuries, and save the state \$12 million in medical and legal expenses and in lost production. If enacted, failure to wear seat belts would be a secondary offense, meaning that drivers would be charged only if they were stopped for some other offense.

The results of the recent poll, commissioned by the Alaska Safety Belt Use Coalition, indicated that even Alaskans who don't regularly use seat belts see their value and support a law making them mandatory. The

non-bucklers apparently believe that if it was mandated by law, they would be more consistent in buckling up.

Some people might object to such a law on the grounds it interferes with some of their personal freedom. But as every new driver learns, driving is a privilege and not a right. The state stipulates numerous duties drivers must perform to maintain that privilege, and it is not a civil rights issue to impose on more requirement.

Twenty-four states have adopted mandatory seat-belt laws. In Alaska, a measure last year teetered and fell in the House on a vote of 20 to 20. This year, now that it is clearly the will of the people to institute this life-saving measure, legislators should give it the enthusiastic support it needs and deserves.

JUNEAU EMPIRE

MONDAY, FEBRUARY 2, 1987

Seat belt law common sense

If you were making a list of common-sense ideas that are so obvious they shouldn't require legislation, bucking your seat belt would be at the top.

It shouldn't require legislation, but according to a recent poll, most Alaskans believe it does. A statewide poll by Marc Hellenthal of Hellenthal & Associates shows that a majority of Alaskans favors a mandatory seat belt law for our state.

Sixty-five percent of Alaskans said they favored the passage of state legislation that would require drivers and front-seat passengers of cars to wear their seat belts. A total of 1,473

Alaskan adults were interviewed in the poll, which was conducted Jan. 8-17.

Support for a seat belt law is widespread across the state. In Anchorage, the support was 65.1 percent; in Fairbanks, it was 56.8 percent; in Southeast Alaska, it was 74 percent; in Kodiak, it was 65.7 percent; in rural Alaska, it was 77.7 percent; and in South Anchorage, Valdez and the Matanuska-Susitna Valley, the support was 60.6 percent.

Only Kenai residents were opposed to a seat belt law, by a slight margin, 49.8 to 50.2 percent.

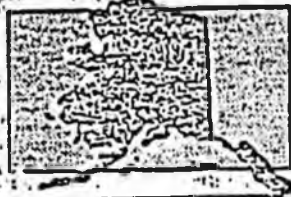
Few Alaskans have not been in a serious auto accident personally or had a friend, co-worker or relative involved in one. To say the least, the experience is not fun. All too many times, an auto accident results in serious injuries that often are permanent.

It only seems that if there was a way to reduce the severity of injuries suffered in auto accidents — or avoid injuries altogether — the Alaska Legislature should mandate it.

That's exactly what a seat belt law would do. Jaywalking is illegal, and so are other acts that can be dangerous. How, then, is driving without seat belts fastened, which is just as dangerous, different?

It's not. That's why a mandatory seat belt law, which would cost the state nothing, is needed in Alaska.

ISSUE: Is a seat belt law needed in Alaska?



Editorials

A-8 Tuesday, March 11, 1986, The Anchorage Times

Lifesavers

THE DEBATE over the mandatory use of seat belts has divided those who view them as a life-saving device and those who resist any infringement, no matter how well-intentioned, on personal freedom.

Even those who oppose the bill pending in the state House don't deny what repeated studies have proven — that wearing seat belts saves lives.

A law requiring that children under the age of seven be restrained while riding in automobiles was passed in 1984 with little debate. Few would be willing to contest any action intended to save the lives of little children. Yet adults view the situation differently when it's applied to them.

OPPONENTS argue that they have the right to take responsibility for their own actions. They are willing to bear the possible consequences of not buckling up. "It's my life," is their rallying cry.

But not all of those rugged individualists are killed outright by their folly. Some are only maimed. Society is then

forced to take up the burden of caring for those who won't or can't take care of themselves.

Various statistics have been printed in these columns intended to prove the value of wearing seat belts. Here's one more argument:

A three-year-old girl escaped uninjured Memorial Day weekend when the car in which she was riding went out of control and rolled over on the Sterling Highway. She was securely strapped into her car seat. The girl's mother, who was driving the car, wasn't wearing her seat belt. She was killed.

MOST PEOPLE don't resist the idea of wearing seat belts, given sober reflection. After all, Alaskans are used to strapping themselves in every time they get on an airplane — and nobody argues about that.

Let's look at it this way: If a law requiring the use of seat belts merely jogs the memories of those who simply aren't in the habit of buckling up, and gets them into the habit of doing so, isn't it a worthwhile exercise in good lawmaking?

opinion

Anchorage Daily News



Winner, 1976 Pulitzer Prize Gold Medal for Public Service

Gerald E. Grilly
Publisher

Howard Weaver
Managing Editor

Suzan Nightingale
Editorial Page Editor

Katherine Fanning, Editor and Publisher 1971 to 1983
Lawrence Fanning, Editor and Publisher 1967 to 1971

Alaska's Only Morning Newspaper • Founded in 1946 by Norman C. Brown

Buckle up or pay price

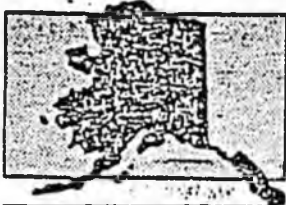
3/13/86
If you leave your car parked in one spot for too long, the worst that happens is that someone else can't find a parking spot — and you will pay a small fine. But if you drive without a seat belt, you increase the risk of injury or death.

Some Alaskans think government goes too far when it proposes a small fine for people who don't wear their seat belts. Fortunately, the Alaska state House put those arguments aside and voted 22-16 to require use of seat belts in cars that have them.

As experience has shown in the 17 states that passed similar measures, seat belt laws save lives. Michigan reported 14 percent fewer traffic deaths in the seven months since its law took effect, with 87 lives saved.

Alaska's proposed law is hardly a Draconian measure. There will be no SWAT teams snooping on moving cars; officers will check compliance as they enforce other traffic laws. The fine is only \$15, hardly more than a parking ticket in Anchorage.

A seat belt law is a reasonable way for the state to encourage people to do what's good for them. And those who find the law objectionable can refuse to buckle up — they'll just have to pay a price for doing so. If they're lucky, it will only cost them \$15. If they're not, it could cost them their lives.



Editorials

In half the time

LIKE THE winter season, the legislature down in the state of Washington has come and gone. Ahead of schedule, yet.

Unlike Alaska, where the legislature convened in January and is still in session with an adjournment date scheduled for May 12, the 120th day, the lawmakers at Olympia convened in January for a session limited to 60 days.

They adjourned last week, on the 59th day — a day ahead of schedule and with an envious record of achievements behind them.

BY ALL ACCOUNTS, the 1986 Washington Legislature was one of the best in the state's history.

Veterans of past legislative wars — and newspapers that have noted the failures of earlier sessions — expressed equal astonishment and pleasure. For example, the Seattle Times reported that the 59-day session left behind "a surprisingly long

list of accomplishments."

Gov. Booth Gardner saw at least a dozen major pieces of legislation clear both houses — including one bill, it's worth noting here, that will make seat belt use mandatory in Washington. Under terms of that legislation, drivers and passengers who fail to buckle up will receive warnings through the rest of this year. Effective Jan. 1, 1987, tickets will be issued by police to those who fail to use their seat belts.

THE POINT for Alaskans to remember is that other states, with much larger populations and many more issues to confront, can handle legislative chores in half the time it takes our lawmakers and do it in good fashion.

So could Alaska, if only the professional politicians who populate the legislature would quit thinking they have been elected to a lifetime career job.

opinion

Anchorage Daily News



Winner, 1976 Pulitzer Prize Gold Medal for Public Service

Gerald E. Grilly
Publisher

Howard Weaver
Managing Editor

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Time to buckle up

On the issue of requiring Alaskans to use their seat belts, the state House recently took a drive backwards. Fortunately, today it can go forward once again.

In March, the House passed a seat belt law, 22-16. But on a reconsideration vote, it sent the bill back to committee. Rural legislators opposed the bill, saying it was unnecessary in areas where lower speeds and little traffic pose fewer risks. Their concerns are understandable, and an amendment today will address them.

That still leaves strong opposition from those who think government shouldn't require people to do what's good for them. But wearing a seat belt is a life and death matter that *does* affect one's fellow citizens. Not buckling up leaves society to pick up the pieces — in this case, with more rescue services, greater health care costs and higher insurance rates. State government does not reach too far when it says buckle up or face a \$15 fine.

MAY 2 1988

ALASKA CLIPPING
SERVICE

Anchorage Times
Anchorage, AK

A matter of life and death

63
FOR THE LACK of one vote, a bill died which would have made seatbelt use in Alaska mandatory. That's too bad. But let's offer a prediction. In another year — or maybe two, or even three — the Alaska law will be changed and motorists will be required to buckle up. And by then, after more people have died unnecessarily on our streets and highways, the mandatory nature of the law will be no big deal.

There's no denying that wearing seatbelts saves lives, and that's not the argument used by opponents of the bill.

They see mandating seatbelt use as an infringement on personal freedom. They don't say that about fastening seatbelts in an airplane.

AIRPLANE passengers buckle up as a matter of course — even though the chances of needing a fastened seatbelt is a hundred times more likely in an automobile than it is in an airplane.

But one foe of this proposed legislation called it a

case of "coersive do-gooderism."

Yet a young Hillside woman probably has her seatbelt to thank for her life. Several weeks ago, her car left the road after she fell asleep at the wheel. The vehicle smashed through a row of mailboxes and became airborne before coming to rest in a gully 300 feet away. She escaped without serious injury.

JUST this week, Anchorage police arriving on the scene of a rollover accident expected to find a body inside the crushed car. They expressed surprise on finding that the driver suffered only minor injuries. He, too, was wearing his seatbelt.

These two instances are just the latest to be related in these columns in an effort to change the minds of people who resist the idea of taking those extra few seconds to buckle up.

The legislature has chosen to leave that decision up to the individual. Hopefully, responsible Alaskans will choose life over death.

Editorial Opinion and Comment of

FAIRBANKS

Daily News - Miner

"Independent in All Things . . . Neutral in None"

Other opinions expressed on this page do not necessarily reflect those of the Daily News-Miner.

JUN 1 1 1986

Seat belts save lives

Even though mandatory seat belt usage failed to become law this year, the Alaska Safety Belt Use Coalition hasn't given up its efforts. The organization has vowed to press next year's legislators to approve the legislation.

The group has begun its 1987 push by citing accidents during the recent Memorial Day weekend in which neither person who died in highway crashes wore a seat belt. The five passengers in those two fatal wrecks all were wearing seat belts and survived.

Other data cited by the coalition says 20 to 50 lives could be saved annually in Alaska if a mandatory seat belt law were enacted, 700 fewer people would be injured, and \$12 million would be saved in medical cost insurance and legal expenses, lost production, and human capital costs.

Last year, of the 126 persons killed in traffic accidents in Alaska, at least 79 were not wearing seat belts.

In addition to the safety factor, the group cites the cost effectiveness of seat belts. Studies show that for every dollar invested in safety belt use, the state saves \$37.50.

Public acceptance of the need to use seat belts would be a benefit to all Alaskans. It would help save lives, and reduce needless injuries and expenses.



Editorials

Anchorage Times/June 28, 86
Why not save a life?

AS THE mass of evidence continues to grow, it becomes harder and harder to deny that wearing seat belts saves lives. Time and time again, accident reports tell of cases where the occupants of vehicles involved in serious accidents emerge relatively unscathed because they were wearing their seat belts.

A current TV spot graphically illustrates, with dummies, what happens when an unrestrained infant is involved in a collision. Simply put, the baby dummy is crushed against the dashboard by the weight of the grown-up dummy. Unfortunately, it's a situation which too often occurs in real life.

RECENT STUDIES indicate an alarming decline in the use of safety devices, particularly among the very young.

A University of Alaska study conducted in Anchorage shopping mall parking lots found that more than half the children observed were riding unrestrained in

automobiles. The drivers of those vehicles, most likely the children's parents, were breaking the law.

Alaska's Child Restraint Law requires that children under the age of seven be buckled into a seat belt or confined in a federally approved safety seat when riding in a vehicle. Alaska's not alone in this requirement, as most states have similar laws on the books.

NOR IS Alaska alone in its lack of compliance, which runs about 50 percent nationwide.

The Alaska Legislature, in its wisdom, decided last session to let adults decide for themselves whether or not to buckle up. It's not an option for children.

For many Anchorage families, this is the season for long Sunday drives and excursions around the state. Those few extra seconds needed to properly restrain a child may save that child from becoming another sad statistic. It's a matter of life and death — and it's the law.

JUNEAU EMPIRE

Alaska seatbelt law is needed

Few people utter so much as a word of objection when forced to fasten their seatbelts on an airliner, yet when someone mentions the possibility of a law mandating the same action in a car, all sorts of squawks result.

Seatbelts are not new. Neither is the fact that seatbelts save lives. But whenever a move is made to enact a seatbelt law, instead of stretching to fasten those life-savers, a great many people prefer instead to stretch logic to argue against it:

They say seatbelts are uncomfortable. They say they won't get in an accident. And most amazingly, they say it is a matter of civil liberties whether they want to buckle a seatbelt.

Consider this: Some seatbelts are uncomfortable, but not as uncomfortable as bouncing your head off a dashboard or a windshield in an accident. People say they won't get into an accident, but every day of the week, someone in Juneau alone is involved in one. Not a single one of those accidents is planned.

Finally, there's the weakest argument of all - civil liberties. When it comes to freedom of speech and freedom of religion, the U.S. Constitution and the Bill of Rights speak loudly and clearly. But nowhere is there a right not to wear seatbelts. In fact, if there were such a right, no doubt someone somewhere would have challenged in court airline regulations requiring seatbelts.

The plain fact of the matter is that seatbelt use can - and should - be mandated by state law. Many states have already enacted such a law, and as a result the number of people killed each year on their highways has been reduced.

And that's the whole point of having a seatbelt law: saving lives. If it didn't save lives, no one would care whether anyone wore seatbelts. If it didn't save lives, probably no cars would even have them.

Seatbelts do save lives. But the only way they do that is if people wear them. That's why a law is needed in Alaska to mandate seatbelt use.

ALASKA CLIPPING
SERVICE

Juneau, Empire
Juneau, AK

OCT 17 1985

63

Cost of living is buckling up

Imagine a disease that claims 40,000-50,000 lives every year. Another 2 million people are hurt by it annually, many so seriously they will never return to their normal lifestyle. Every man, woman and child has a 33 percent chance of catching it during his or her lifetime. It is the leading cause of death in Americans between the ages of 1 and 38, and it accounts for the majority of new cases of paraplegia and is the primary cause of epilepsy.

If this disease were real, you could bet there would be telethons, fund-raising drives and massive research efforts. You could bet that if there were a way to prevent the deaths and injuries through legislation, state legislatures and Congress would adopt a law in a minute.

This "disease" isn't the kind caused by bacteria, and it isn't carried in genes. It is caused by simple mistakes, errors in judgment, bad weather or other circumstances.

This "disease" is serious auto accidents. Though there may not be a way to stop them - except by driving defensively and keeping your vehicle in good operating condition -- there is definitely a way to reduce the number of deaths and injuries they cause.

It's called a seat belt. It has been installed in every new car sold in the country since 1965, yet only an estimated 13.8 percent of drivers regularly wears one.

According to the National Highway Safety Administration, half of the people who die each year in auto accidents could have survived if they had worn their seat belts.

Despite that fact of life, people continue to die simply because they refuse to wear a seat belt.

Ironically, in all 50 states, a mother is required to secure her child in her car, but in Alaska at least, she is not required to use her seat belt while she drives the car. That means if she is involved in a serious auto accident, her child has a far better chance of surviving or escaping injury than she does.

Rep. Mike Miller of Juneau is sponsoring a bill in the Alaska Legislature aimed at evening those odds. If adopted, his bill would require the driver and front- and back-seat passengers to wear seat belts.

According to a statewide poll conducted for the Alaska Safety Belt Use Coalition by pollster Marc Hellenthal, 66 percent of Alaskans support such a law. Slightly more than 79 percent said they would wear their seat belts if required by law, and an equal percentage said a seat belt law should be strictly enforced.

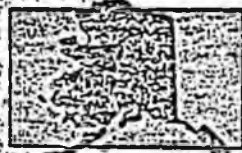
A small number of people have railed against the idea of mandating that Alaskans wear seat belts. They say it is a violation of their rights and that government has no business telling them what to do, even when it comes to personal safety.

When considered in a vacuum, those arguments make a certain amount of sense. If a person wants to bang his head against a brick wall and if it hurts no one else, he should be allowed to do it. It is simply impossible to legislate against self-inflicted injuries.

When a person doesn't wear a seat belt and is killed or injured in an auto accident, he is hurting far more than himself. He is costing himself and his family in lost health, money and companionship. The person driving the other car involved in the accident also must pay, coping with the memory of hurting or killing another person who wasn't wearing a seat belt.

To that small number of people who believe in liberty or death, those costs may be worth not having to buckle a seat belt.

To the 66 percent of Alaskans who favor a seat belt law, however, those costs shouldn't have to be paid at all.



Editorials

16 states do it

THREE TRAFFIC deaths were recorded in Alaska last weekend, but hardly caused a ripple of public reaction. The tragedy was real and immediate and lasting for the families and friends of the victims. But the general public, we note sadly, was largely untroubled.

The truth is that unless we are personally acquainted with those involved, the reports of traffic fatalities roll off our ears like yesterday's weather report. The deaths of this past weekend might as well have happened in Georgia or Alabama.

THOSE WHO DIED are fellow Alaskans. They had something to contribute to our city and our state. Their lives mattered. They were loved and cherished. Because of them, in whatever way they individually were part of the community, Alaska was a better place. Without them, we are all a little less than we were.

Every death brings sorrow, but sudden death — the kind that comes at the crashing end of a traffic mishap — is perhaps the most wrenching of all.

Could these deaths have been prevented? We don't know. But we do know that

other deaths can be prevented if only we'll heed the statistics that support use of seat belts by motorists.

DRAMATIC EVIDENCE that buckling up does save lives is provided in the experience of four states that imposed mandatory seat-belt laws this year.

In New York, where the law went into effect Jan. 1, 28 percent fewer drivers and passengers have died in accidents so far this year compared with last. The same percentage is reported in Michigan since July 1, when its law went into effect.

Illinois began enforcing its law on Aug. 1 and now reports a 27.9 percent decline in fatal accidents in August and September compared to the same months a year ago.

New Jersey, where the law has been in effect for four months, reports a 13 percent decline in fatalities compared to last year.

California, Connecticut, Hawaii, Indiana, Louisiana, Massachusetts, Missouri, Nebraska, New Mexico, North Carolina, Oklahoma and Texas are the other states with mandatory seat-belt laws. Isn't it worth it to add Alaska to that list?

Letters to the Editor

Wednesday, February 25, 1987

Fairbanks Daily News-Miner, Fairbanks, Alaska

Favors seat belts

Feb. 11, 1987
411 Fourth Ave.
Fairbanks, AK 99701

To the editor:

I would like to take issue with two recent statements attributed to Ed Hoch in the issue of Feb. 6, 1987.

1. "Seat belts are dangerous for pregnant women." Ejector seats are similarly dangerous for pilots of jet fighters, yet no one nowadays would refuse to equip a fighter with such a seat, and condemn the pilot to destruction whenever his aeroplane crashed. The point is that seat belts are designed to prevent more serious injury than might result when they are not worn in a car crash. Surely, pregnant women are more likely than non-pregnant women to wear a seat belt, if they have any concern for the well-being of their baby.

2. "Seat belts make many obese people uncomfortable." Perhaps some obese people are uncomfortable wearing seat belts, but the majority may feel any lack of comfort is more than made up for by the increased sense of security. Besides, it is possible to buy devices called "belt extenders" from auto dealers. These devices provide extra webbing, so the seat belt fits better.

Having had extensive experience in treating people with severe injuries resulting from car wrecks in which seat belts were not worn, and having seen many people who had some injuries, even from the belts themselves, but nevertheless who escaped serious injuries because they wore seat belts, I am convinced that a mandatory seat belt law in Alaska would prevent many serious injuries.

Unlike Mr. Hoch, sometimes I am in favor of protecting people in spite of themselves, as for example

in insisting vehicles stop at a red light, whether the drivers like it or not. Sometimes, discipline is necessary even when we do not feel like it.

Sincerely,
James G. Gollogly, M.D.
Orthopaedic Surgeon

Anchorage Times
Anchorage, AK

FEB 23 1987

Put seat belts into law

Dear Editor:

Over the past two weeks I have watched several TV debates, news programs and read news articles concerning a mandatory seat belt law in Alaska.

I have been amazed at the failure of the opponents of a seat belt law to realize that one of the ways the state of Alaska can save money and lives is through passage of mandatory seat belt legislation. People who oppose the mandatory seat belt law don't expect to be left bleeding and broken at the scene if their folly leads to disaster.

They expect to be attended by emergency medical technologists, transported to modern hospitals and treated in emergency rooms.

They expect physicians and other medical professionals to completely cure them at no cost so they can get back in their cars and speed away unencumbered and unrestrained.

Another point that needs clarification is education. For years this state has been spending money on seat belt education campaigns. When the campaigns end seat belt usage rates fall. Education is great, but it must work hand-in-hand with a law. Experience in the 24 states that have a seat belt law has shown that high belt use can only be attained with the combination of seat belt laws and education. A mandatory seat belt law will cost nothing to the state's treasury and will save the state millions of dollars.

Janet Thornton
Elmendorf



SIDEWALK POLL

by Patty Langman

How would you feel about a mandatory seatbelt law?



Candace Ranney
Student

Since I never wear one, it would be difficult for me to be comfortable with a law like that—although I realize it does save lives.



JoAnn Loughran
Housewife

I think it would be a good law. There's a law for children under the age of 7 to be in a carseat or seatbelt, why not set a good example!



John Dunker
Self-employed Woodworker

If it could be done without greatly increasing enforcement costs, I think it could be a good public education tool, perhaps a necessary one.



Bertie Selvey
Bridge Player

I'm 100% for it! Fastening seatbelts is an easy habit to form and is well worth the effort. Lives and injuries saved by seatbelts make the need for this law obvious.



Cindy Rutherford
Counselor

I feel that seatbelts are definitely life-saving devices and should be utilized whenever appropriate. I think the law should be implemented!

Letters from the people

A way to save lives, money

Alaska at the present time is suffering from a serious budget crisis. In order to deal with the budget mess many ideas have been brought forward. One issue that should be considered is a mandatory seat belt law. If you think about it, a mandatory seat belt law will lessen the economic loss in Alaska from auto related injuries which is estimated to cost the state each year some \$12 million, including lost wages, medical expenses, insurance costs, and property damage.

It is an unquestionable fact that Alaska cannot afford not to buckle up. A mandatory seat belt law will not only save lives and lessen injuries but it will help save the state of Alaska millions of dollars.

— Debra Turner

12-9-86 NEWS
MILNER

Require seat belts

Dec. 1, 1986
542 Fourth Ave.
Fairbanks, AK 99701

To the editor:

To fasten or not to fasten a seat belt is not a matter of personal privilege. There is a responsibility to the public that is of greater importance. Children left without a parent can become a ward of the public. Hospital treatment inflates cost of medical attention and of insurance premiums. Liability claims affect the cost of auto insurance. Auto accidents are the biggest single cause of lost work time and on-the-job fatalities. Americans lose 45 million work days a year as a result of car crashes. Highway accidents cause more deaths than heart attacks and falls combined. On and off the job accidents cost \$70 billion a year.

A family member and passenger would not have survived an accident, not their fault, (and two blocks from their office) had they not been fastened in. The ambulance driver said, "We have a fatality here" as they approached. Another recent accident, in which the fatality was impaled on the steering wheel column, could have been less serious if a seat belt had been in place.

Today 25 states and the District of Columbia have mandatory seat belt laws. Alaska needs one also.

Sincerely,
Everett Wilde
Special Agent
The Prudential

Seat belts would save lives

Over 45,000 lives are lost each year on our nation's highways, and hundreds of thousands are seriously injured, some with permanent disabilities. Motor vehicle accidents are the leading cause of death for persons between the ages of one and 34 years in the U.S..

Seat belts alone could save 9,000 to 12,000 lives each year, thousands of disabling injuries, and billions of dollars in costs.

In 1985 there were 121 motor vehicle related fatalities statewide, of which 100 were occupants. But only six were wearing seat belts.

There are three ways to get people to use occupant restraints: (1) education; (2) mandatory seat belt laws; and (3) passive restraints.

More lives could be saved by a combination of all three strategies. Better crash protection systems include safety belts combined with air bags.

Twenty-six states plus the District of Columbia have passed mandatory seat belt legislation. Let's hope Alaska is not the last state to recognize that a mandatory seat belt law makes sense. And finally, let's start putting more pressure on the automobile industry to install passive restraints in all new cars.

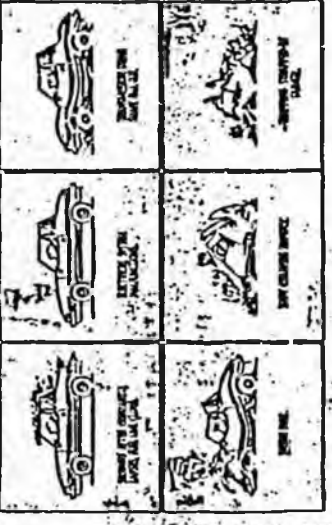
— Mark S. Johnson
Juneau

10/21/86 Anchorage Daily News

people's forum

Should Alaska have a mandatory seat belt law?

SAFETY SEAT BELTS ARE DESIGNED TO SAVE IN AMERICAN-MADE CARS



A. Non-use of belts causes hardship for many

I am puzzled by the failure of people to use their seat belts. The law in Alaska is a mandatory one but, for some reason, the use of a seat belt is not universal. The use of a seat belt is a privilege, and one that should be exercised by all drivers.

On the contrary, the use of a seat belt is a privilege, and one that should be exercised by all drivers. The use of a seat belt is a privilege, and one that should be exercised by all drivers. The use of a seat belt is a privilege, and one that should be exercised by all drivers.

A. Legislation likely will be back next year

A proposal to make seat belt use mandatory in Alaska is being considered by the legislature. The bill is expected to be introduced in the next session.

In addition to the safety belts, there are other measures being considered. The legislature is expected to pass a bill that will require drivers to wear seat belts. This bill is expected to be passed in the next session.

A. Every driver should have to do their part

A bill has been introduced in the legislature that would require every driver to wear a seat belt. This bill is expected to be passed in the next session.

A. Seeing three justifies a seat belt law

Accidents involving three vehicles are a common occurrence. The legislature is expected to pass a bill that would require drivers to wear seat belts. This bill is expected to be passed in the next session.

A. Medical council supports a safety belt law

The Board of Directors of the American Medical Association has expressed its support for a mandatory seat belt law. The board believes that such a law would save lives and reduce the number of injuries.

A. Buckle up with or without law

While many of us wear seat belts, not all of us do. The legislature is expected to pass a bill that would require drivers to wear seat belts. This bill is expected to be passed in the next session.

A. We need laws that prevent accidents

There are many accidents that could be prevented by the passage of a mandatory seat belt law. The legislature is expected to pass such a law in the next session.

A. Seat belt law will save lives, limbs and dollars

It is estimated that a mandatory seat belt law would save lives and reduce the number of injuries. The legislature is expected to pass such a law in the next session.

A. We don't need any more unenforceable laws

Some people argue that a mandatory seat belt law is an unenforceable law. However, the legislature is expected to pass such a law in the next session.

A. States already has too many unenforceable laws

Many states already have unenforceable laws. However, the legislature is expected to pass a mandatory seat belt law in the next session.

A. State has right to try to reduce injuries, deaths

The state has the right to try to reduce injuries and deaths. The legislature is expected to pass a mandatory seat belt law in the next session.

A. Accidents 'ripple effects'

Accidents have ripple effects that can be felt for a long time. The legislature is expected to pass a mandatory seat belt law in the next session.

A. Best belts, save lives, prevent injuries

Best belts are the most effective in saving lives and preventing injuries. The legislature is expected to pass a mandatory seat belt law in the next session.

A. We should retain the freedom to choose

Some people argue that we should retain the freedom to choose whether or not to wear a seat belt. However, the legislature is expected to pass a mandatory seat belt law in the next session.

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A. Best belts, save lives, prevent injuries

Best belts are the most effective in saving lives and preventing injuries. The legislature is expected to pass a mandatory seat belt law in the next session.

MISS JOHNSON WOULD BE INCORRECT. THE ALASKA SAFETY BELT USE COMMISSION IS A NON-PROFIT ORGANIZATION THAT RECEIVES NO MONEY FROM THE STATE OF ALASKA. THE FACT IS THAT WE ARE TRYING TO SAVE LIVES AND MONEY.

ALASKA CLIPPING
SERVICE

Frontierman
Palmer, Alaska

JAN 17 1966

As you see it

Would you support a mandatory seat belt law?



Roberta Custer, Wasilla:
Definitely. I won't let my kids ride without buckling up. You have a better chance to survive an accident if you wear a seatbelt.



Dale Helch, Wasilla: Yes, for safety. I've had friends that have been in accidents and gone through the windshield. That wouldn't have happened if they'd had a seatbelt on.



Bob Chamberlain, Wasilla:
Yes, especially for the safety of kids. Child car seats should be mandatory.



Rick Mehaffey, Wasilla: Yes. So many people die with all the drunk drivers around. Seatbelts are especially good for little kids—they have a whole life to live.

March 17, '86
Anchorage DAILY NEWS

Seat belt non-users hurt all

James D. Bennett objects to my suggestion that people who refuse to wear their seat belts when riding in automobiles should have to pay higher insurance rates. He apparently does not understand that those who do not wear seatbelts make everyone else's rates go up. Any insurance agent can explain why this is so.

It is patently unfair that I should have to pay higher rates because Mr. Bennett and people like him will not take the simple precaution of buckling up. Refusing to wear seat belts, contrary to popular belief, is not primarily a matter of personal choice. It is blatant irresponsibility which unjustifiably infringes on the rights of everyone else.

Kenneth Rowster

3-20-86 Anch. DAILY NEWS
Courts have upheld seat belt laws

Regarding the Feb. 28 letter written by James Bennett on seat belts, further elaboration on the facts involved in the Illinois case would perhaps be beneficial. A lower court in Illinois did rule the seat belt law unconstitutional. The judge who made this ruling is a former state legislator who voted against the seat belt bill when it was passed by the Illinois legislature in 1985. The decision is being appealed to the Illinois Supreme Court. We expect this court to reverse the decision of the lower court and uphold the seat belt law.

Other states with seat belt laws have faced similar litigations. In New York a decision of the Supreme Court entered summary judgment upholding the belt law. In December, the county court in Lancaster County, Nebraska, upheld Nebraska's seat belt use law against a similar challenge. The Nebraska court specifically ruled that the seat belt use law:

- Is a proper exercise of the state's police power.
- Does not deprive any fundamental right, liberty or freedom.
- Is not void for vagueness.
- Does not classify unreasonably or arbitrarily.
- Does not delegate legislative authority to the federal government.
- Does not violate any rights under either the Nebraska Constitution or the United States Constitution.

— Dennis DeWitt
Statewide chairman
Alaska Safety Belt Use Coalition

3/25/86

Seat belt law required courage

It is a welcome breath of legislative courage that brings us a mandatory seat belt law. It is time that Alaskans realize that while this may be the "last frontier," it is still a society. Everybody's actions, to some extent, affect everybody else. Is it fair that I should pay higher auto insurance rates because others up here insist upon driving irresponsibly? Is it fair that I should pay higher health insurance rates to subsidize those who consider it their right to not wear a seat belt and thereby suffer greater injuries if they are in an accident? Many of those who were recently so vocal in their concern about the leaking tanker might do well to ask themselves if there is really any difference, except in degree, between an irresponsible driver and a leaking tank car.

I would also like to know why insurance policies are not written that would void one's injury benefits if a seat belt was not being worn. It seems that would be a greater incentive than a paltry \$15 fine.

— S. Reilly Moss
Wasilla

Buckling up saves lives

In response to a letter from James D. Bennett about seat belt laws, I sure hope the gentleman has good health insurance if he ever should be in a car accident. How many people out there driving have no insurance whatsoever? Many can't afford it, I realize, but who pays for the hospital? We do. Time and time again many lives and injuries could have been saved if we had all buckled up. How long does it take to do that?

By the way, Mr. Bennett, you're lucky you live here in the good old U.S. of A. In Europe you *will* buckle up. Children are sitting in the backseats strapped in tight. I have seen people driving with little ones in their lap. How many innocent little ones get killed in cars every year because some people have no brain?

— Marianne Schreiber
Wasilla

ALASKA CLIPPING
SERVICE

Fairbanks
News Miner

MAY 29 1986

63 Wear seat belts

May 20, 1986
475 Halvorson Road
Fairbanks, AK 99709

To the Editor:

I am greatly disappointed that the mandatory seat belt law (CSHB224) failed to pass.

I am a paramedic and I work on a first response ambulance. Since 1976 I have not seen the death of a driver or a passenger wearing a seat belt. Those that have died were not wearing seat belts. It is also my experience that seat belts have not only saved lives but also they save occupants from facial disfiguring injuries, permanent handicaps and long-term hospitalization.

I believe that the legislators who voted against this bill should now talk to their local ambulance services and hospital emergency room staff before this bill is considered again. I was appalled only one of our local legislators supported this bill. I applaud Niilo Koponen for his support.

Wearing a seat belt should not be a personal choice. The unbelted driver is a hazard to others on the road. He cannot control his vehicle as well as a belted driver in emergency situations. I know this from a personal experience of rolling a vehicle while belted in. Thus

the unbelted driver can cause accidents that could otherwise be avoided. The injuries to the unbelted driver and passengers create costs to police and ambulance and medical services that are otherwise unnecessary. The expense of supporting a comatose auto victim for a period of years usually becomes a financial burden of the state and federal government.

I suggest that your readers read the accident reports in the newspaper and note the greater incident of injury to unbelted victims as compared to those that are belted.

Since the child auto seat belt law passed I have seen that the unbelted adults in an auto accident are the ones injured and, thankfully, the belted children (due to the law) escape without injury.

Wear your seat belt. I wouldn't drive across your parking lot without one on.

Donald A. Callahan

ent June 26th near Spaulding Leach condos, I feel I have to state my views also.

The 13-year-old girl in the rear seat is lucky to be alive, having been fortunate (?) enough to cannon-ball into the rear of the front seat, rather than through the front windshield as usually happens. She sustained head injuries and numerous bruises and contusions. She impacted the seat with enough force to tear the seat from its mountings in the frame. Her mother and step-father weren't so lucky. Her step-father struck the steering wheel, dash, and windshield with tremendous force, causing almost instantaneous death and massive internal and external injuries. Her mother, who had just been appointed to a judgeship in her hometown, also impacted the dash and windshield with equal force causing somewhat the same injuries with massive internal bleeding. Although they both showed some vital signs when first responding units arrived, the great amount of internal bleeding and numerous injuries resulted in their deaths. None of the three were wearing seat belts.

For me, it's not possible to describe the aftermath of a collision between a human body and the interior of a car and windshield. I was there, assisting where I could, doing what was asked of me, but a part of me wasn't there. You know, you see it, but your mind just doesn't accept it. It's later, when you sit and critique the response, discuss what was done, what could have been done, maybe what wasn't done, that it starts to sink in. That young girl's mother and

father are gone. Forever. The three to five seconds it takes to latch most automotive seat belts could have made a difference.

That accident stretched the borough's resources in men and equipment. As the people were removed and vital signs were extremely weak or non-existent, EMTs from Lynn Canal, Auke Bay, Glacier, and Juneau fire departments attempted to find and stabilize life signs. The young girl went off to the hospital in the first ambulance. Her mother was assigned to R-2, Glacier's ambulance; the father to R-1, Juneau's ambulance. It takes six to eight trained EMTs doing several different things almost simultaneously in an attempt to return life to a person who has no vital signs. Plus someone to drive the ambulance and someone on the radio relaying information to the hospital concerning the patient's condition. Luckily for Juneau, there is an abundance of people, both paid and volunteer, who put in a lot of time and effort to become EMTs and trained rescue personnel. Unfortunately, in this instance it was too late. A person can't help wondering if seat belts would have made any difference. Imagine, just three to five seconds.

While all this frantic effort was going on with the three casualties, the fourth victim, the lone driver of the second vehicle, was left in the driver's seat of his demolished car. He had stable vital signs, could converse with the EMTs and rescue personnel, and was able to assist us in removing him from the car. He walked to my pickup, as an ambulance

lance wasn't needed for his minor injuries, and besides, they'd all left with the more seriously injured. Myself and an EMT transported him to Bartlett Memorial Hospital, where he walked into the emergency room. He had been wearing his seat belt. He repeated many times, "Boy, I'm glad I had my seat belt on." Three to five extra seconds and he walked away.

Jeff Pilcher,
Captain, Auke Bay
Volunteer Fire Department

ALASKA CLIPPING
SERVICE

Juneau Empire
Juneau, AK

JUL 1 1986

Three to five seconds
could have saved lives

Dear Editor:

There have been numerous letters and articles lately regarding the pros and cons of automotive seat belts, and the legislature getting into the act attempting to make it mandatory adds fuel to the fire. After the acci-