

ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990 8672  
6616 SENATE STATE AFFAIRS

Table 4.—Motor-Vehicle Occupants in Crashes With Severe or Fatal Injuries by Seat Position\*

Motor-Vehicle Occupants	Year				
	1983	1984	1985	1986	1987
<b>Front-seat occupants</b>					
<b>All</b>					
No. in crashes	24 157	24 672	25 204	26 729	28 850
% severely or fatally injured	4.06	4.70	4.96	4.64	3.95
<b>Drivers</b>					
No. in crashes	17 539	18 151	18 491	19 757	21 318
% severely or fatally injured	4.17	4.62	4.99	4.59	3.91
<b>Occupants of right front seat</b>					
No. in crashes	58* 3	5829	6078	6413	6773
% severely or fatally injured	3.80	4.79	4.59	4.55	4.10
<b>Nontargeted occupants</b>					
<b>All</b>					
No. in crashes	8077	8231	8868	9207	10 194
% severely or fatally injured	3.76	4.59	4.72	4.61	3.90
<b>Rear-seat occupants</b>					
No. in crashes	2904	2848	3049	3101	3303
% severely or fatally injured	2.55	3.05	2.49	2.90	2.39

\*10% sample during first 9 mo of year. Nontargeted occupants are persons to whom the seat-belt law did not pertain, viz, occupants of nontargeted vehicles, rear-seat occupants, and persons <6 years old.

Table 5.—Drivers Severely Injured or Killed in Targeted Vehicles in Front-End Crashes by Time Period and Level of Vehicle Damage\*

Time Period	% (No.) of Drivers Severely Injured or Killed by Level of Vehicle Damage		
	Mild	Moderate	Severe
Before the Law (1/83-9/85)	1.09 (113/10 336)	5.53 (256/4627)	22.05 (344/1560)
During warning period (10/85-12/86)	1.18 (60/5086)	5.22 (121/2320)	20.42 (164/803)
After \$25 fine (1/87-9/87)	0.92 (29/3140)	4.10† (54/1316)	20.79 (95/457)

\*10% sample.

† $P < .05$  (derived from 2x2 tables comparing the number of drivers with or without severe or fatal injuries; drivers before the law were compared with drivers during warning period and after \$25 fine).

Table 5 includes  $\chi^2$  analyses of severe and fatal injuries for drivers of targeted vehicles in front-end crashes by the severity of vehicle damage for the three periods. Data for drivers in non-front-end crashes and for other occupants are not shown. When data before the law and during the warning period were compared, significant decreases in the proportions of persons with severe and fatal injuries were noted for drivers in moderate non-front-end crashes (OR=1.23 [95% CI, 1.03 to 1.47],  $\chi^2=5.7$ ,  $P=.017$ ) and for occupants of the right front seat in moderate front-end crashes (OR=1.56 [95% CI, 1.06 to 2.31],  $\chi^2=5.6$ ,  $P=.018$ ).

When data before the law and after the fine were compared, significant decreases in severe and fatal injuries were noted for drivers in moderate front-end crashes (OR=1.37 [95% CI, 1.00 to 1.87],  $\chi^2=4.2$ ,  $P=.040$ ). A significant decrease was also noted for drivers in moderate non-front-end crashes (OR=1.41 [95% CI, 1.13 to

1.76],  $\chi^2=9.6$ ,  $P=.002$ ). Decreases in severe and fatal injuries were also noted for occupants of the right front seat in moderate front-end crashes (OR=1.87 [95% CI, 1.10 to 3.22],  $\chi^2=6.0$ ,  $P=.014$ ). No significant differences were noted for occupants of the right front seat in non-front-end crashes.

Comparisons of the percentages of nontargeted occupants with severe or fatal injuries in crashes for the first nine months of each year revealed a significant decrease between 1985 (4.72%) and 1987 (3.90%) (OR=1.22 [95% CI, 1.06 to 1.41],  $\chi^2=7.8$ ,  $P=.005$ ; Table 4). Most of this decrease occurred between 1986 (4.61%) and 1987 (3.90%) (OR=1.19 [95% CI, 1.03 to 1.37],  $\chi^2=5.9$ ,  $P=.016$ ). A significant difference in proportions was observed for 1986 (3.50%) and 1987 (2.49%) when rear-seat occupants older than 5 years of age in targeted vehicles were evaluated for severe or fatal injuries in crashes (OR=1.42, [95% CI, 1.00 to 2.02],  $\chi^2=4.3$ ,  $P=.039$ ; Table 3). Among other

nontargeted occupants, a decrease in the percentages of severe and fatal injuries was also observed (although it was not statistically significant) between 1986 (5.00%) and 1987 (4.36%). Whether these trends toward reductions in severe and fatal injuries among nontargeted persons reflect technological improvements in automotive safety or changes in seat-belt use secondary to the law could not be determined using this data set.

#### COMMENT

We observed significant reductions in severe and fatal injuries in crashes among front-seat car occupants who were targeted by a mandatory seat-belt law, especially after implementation of a \$25 fine for infractions. These reductions were in excess of those observed among other occupants of the same vehicles. These results are consistent with reductions in morbidity and mortality observed elsewhere after mandatory belt-use legislation.<sup>2,11</sup>

Estimates of the frequency of belt use by persons involved in nonfatal collisions are dependent on self-reporting to the investigating officer. Where there are seat-belt laws, self-reported belt use appears to be overestimated for all but the most severely or fatally injured. This would result in underestimation of the law's effect on morbidity and mortality for that segment of the population whose belt use has changed in response to the law. Injuries not apparent at the crash would also go unreported, as would crashes that did not involve injury or significant damage. Such underreporting alters measures of seat-belt effectiveness to the extent that such injuries would be less prevalent among belted persons than among nonbelted persons. However, there is no reason to suppose an effect of belt use on the reliability, validity, or completeness of crash reports.

Significant underreporting has been reported in official statistics of injuries from motor-vehicle collisions.<sup>14</sup> If a differential shift in reporting occurred in favor of a given degree of injury, the results of this study would have been biased accordingly. Aside from a slowly increasing trend toward more severe and fatal injury reported for front-seat occupants before the law (Tables 3 and 4), a review of North Carolina crash data from 1979 through 1985 revealed no shift in injury distributions in crashes reported over several years before passage of the law. There is no reason to suppose that there was such a shift in underreporting in the two years after passage of the law.

Ridit analyses revealed that the seat-

belt law has not altered the relationship of driver alcohol involvement to injury outcome when one controls for crash severity. This is not surprising because alcohol is thought to reduce tolerance to impact<sup>13</sup> and because North Carolina data consistently indicate less-frequent belt use among drivers involved with alcohol.

Dramatic increases in seat-belt use that occur immediately after seat-belt legislation are generally not sustained over time<sup>14</sup>; the initial increase in belt use is followed by a decline, typically about four months after the law takes effect.<sup>15</sup> For the first nine months of 1987, the mean observed percentages of persons belted in North Carolina were 68% for drivers and 66% for occupants of the right front seat. Although these percentages decreased to 60% and 58%, respectively, in January 1988, seat-belt use has increased subsequently, with percentages of 63% for drivers and 63% for occupants of the right front seat observed in August 1988. Although present seat-belt use levels are lower than those in the nine-month period studied after implementation of the fine, the difference is small, and seat-belt use appears to be increasing again in North Carolina.

Whereas special enforcement campaigns undertaken elsewhere have resulted in dramatic increases in compliance with seat-belt laws,<sup>16,17</sup> no such

campaign has yet occurred in North Carolina. During the first nine months of 1987, the State Highway Patrol issued 27 924 citations with fines (3103 per month) compared with 123 521 warning tickets for belt-law violations issued in 1986 (10 290 per month) by the same agency. In the absence of efforts to maximize enforcement, the decreases in morbidity and mortality presented here may not be sustained without other interventions (eg, educational efforts or installation of automatic restraints).

Impact studies are needed so that legislators and voters can determine whether mandating buckling up is worth the inconvenience and sacrifice of personal freedom. This study indicates that the North Carolina law has reasonably achieved its legislative intent. If one compares the numbers of severe and fatal injuries among targeted persons for the first nine months of 1987 (approximately 8220) with those of the first nine months of 1985 and 1986 (approximately 9040 and 9060, respectively) and extrapolates to 12 months, approximately 1100 fewer severe and fatal injuries per year would be observed among targeted persons in North Carolina after implementation of the \$25 fine. If one considers the total population of North Carolina (approximately 6 000 000), these data indicate that annually as many as one in every 5400

North Carolinians could be spared a severe or fatal injury because of this intervention, provided that the belt-use levels observed in the first nine months of 1987 are again attained. Although the expected protective value of buckling up is low for the individual, the data indicate that the collective advantage is large.

When North Carolina crash data from the period before implementation of the \$25 fine were compared with data from the first nine months of 1987, significant reductions were found in severe and fatal injuries for persons targeted by the law. The extent to which these reductions are directly attributable to a mandatory belt-use law remains unknown, but the law was the major automotive safety intervention introduced statewide during the periods examined. Whereas these data support the hypothesis that mandating seat-belt use results in reductions in crash-associated morbidity and mortality in targeted groups, compliance with the law and maintenance of these reductions will be a function of enforcement and educational efforts.

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# Prospective Study of the Effect of Safety Belts on Morbidity and Health Care Costs in Motor-Vehicle Accidents

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To assess the impact of safety belt use on the extent of injuries sustained in motor-vehicle accidents and the incurred health care costs, 1364 patients were prospectively evaluated at four Chicago-area hospitals. Of these, 791 (58%) were wearing a safety belt whereas 573 (42%) were not. The mean injury severity score for safety belt wearers was  $1.8 \pm 0.07$  vs  $4.51 \pm 0.31$  in those not wearing a safety belt. Only 6.8% of safety belt wearers required admission vs 19.2% of those not wearing a safety belt. Restrained occupants incurred mean charges of  $\$534 \pm \$67$  compared with  $\$1583 \pm \$201$  in unrestrained occupants. Thus, safety belt wearers had a 60.1% reduction in severity of injury, a 64.6% decrease in hospital admissions, and a 66.3% decline in hospital charges. Our findings demonstrate the significant societal burden of nonuse of safety belts in terms of morbidity and the costs of medical care.

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TRAUMA resulting from motor-vehicle accidents (MVAs) represents a major challenge to our health care delivery system and a significant societal burden. Motor-vehicle accidents are the leading cause of death in Americans aged 5 to 34 years and the seventh leading cause of death overall.<sup>1</sup> In 1982, an estimated 3.2 million people were injured in MVAs, of whom approximately 1.4 million were treated in emergency departments and 350 000 required hospitalization.<sup>2</sup> As a result of MVA-associ-

ated injuries, 1.3 million years of potential life before age 65 years were lost in 1984.<sup>3</sup> The overall economic loss to the United States attributable to MVAs in 1980 has been estimated to be \$57.2 billion.<sup>4</sup>

The Department of Transportation postulates that universal use of safety belts would reduce MVA-related fatali-

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See also pp 3593 and 3651.

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ties by 50% and injuries by 65%.<sup>5</sup> Previous studies, based on police reports<sup>6</sup> or National Highway Traffic Safety Administration records,<sup>7</sup> report a reduction of serious injury of belted front-seat occupants of 43% to 52%<sup>8</sup> and a decline in fatalities of 43%.<sup>9</sup> To our knowledge, no prospective studies based on medical data have specifically attempted to assess the efficacy with which safety belt use may prevent injury from motor-vehicular trauma. We undertook the following prospective study to assess the effect of safety belt use on the extent of injuries sustained during MVAs as well as the economic impact of their use.

## MATERIALS AND METHODS

During the period of Jan 1 to July 1, 1986, data were collected on patients who presented after an MVA to the emergency department or trauma unit of four Chicago-area hospitals. Two of these hospitals (Mercy Hospital and Medical Center and Illinois Masonic Medical Center, Chicago) were urban community hospitals, one was a public inner-city hospital (Cook County Hospital, Chicago), and the fourth was a large suburban community hospital (Lutheran General Hospital, Park Ridge, Ill). These four hospitals were selected because they cover a wide geographic area within Cook County and a wide range of socioeconomic groups. In addition, the selected hospitals receive patients from a large assortment of urban crash settings, including expressways (high speeds) and city streets (lower speeds). Patients involved in MVAs that occurred in rural areas were not included.

All patients who presented with complaints referable to an MVA that had taken place within the previous 24 hours were eligible for inclusion. Pedestrians, bicyclists, motorcyclists, bus passengers, and those in trucks with more than two axles were excluded. Each weekday, the logs of each emergency department or trauma unit were reviewed in an attempt to identify any missed motor-vehicle injury cases. Cases thus identified were resubmitted to the examining physician with the medical record for completion and inclusion in the study.

Initial data were collected prospectively for all study subjects by the examining physician. The physician administered a structured questionnaire that included the following data: (1) de-

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Read before the 17th Annual Meeting of the University Association for Emergency Medicine, Philadelphia, May 20, 1987.

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termination of safety belt usage, (2) position of subject in vehicle, (3) mechanism of injury (front-end, rear-end, or broadside collision), (4) posted speed limit at location of MVA, (5) mode of transport to hospital, and (6) final disposition (discharge, transfer to another facility, admission to hospital, or death in emergency department). The examining physician also noted on the questionnaire if there was evidence of alcohol use, ie, clinical intoxication, a smell of alcohol on the breath, or an alcohol level. The data were then analyzed as yes/no variables. Alcohol levels obtained for legal use were sent to state laboratories; the results were not made available for the purposes of this study and therefore are not included. For all subjective data collected, independent confirmation was sought from paramedics, police, or others whenever possible.

The medical records (emergency and inpatient, if applicable) of all subjects were subsequently reviewed by a member of the research team. Additional collected data included the time of registration, nature of injuries, and payment status. An injury severity score (ISS) was then calculated based on the *Abbreviated Injury Scale Manual* (1985 edition).<sup>9</sup> A numerical score (1 to 5) is assigned to the severity of injury in each region; the squares of the three highest scores are then summated to obtain the ISS. Financial records were analyzed to determine the total hospital (excluding physician fees) and emergency department charges generated as a direct result of the MVA for each subject. The costs of consultants, admitting physicians, rehospitalizations, and rehabilitation were not included.

Study subjects were divided into two groups (restrained and unrestrained by safety belts) for the purposes of data analysis. Preliminary power calculations were made for an alpha of 0.05 and a power of 0.90 to detect a difference in ISS score of at least 0.5. The principal statistical tests used were *t* tests for comparisons of means of continuous variables and  $\chi^2$  tests for drawing inferences concerning proportions. Analyses of covariance and logistic regression analyses were performed to compare safety belt users with nonusers, controlling for possible confounding variables. The SAS statistical package on an IBM mainframe at the University of Illinois at Chicago was used to perform the analyses.

## RESULTS

A total of 1364 patients were entered into the study. The mean age of the patients was  $33.03 \pm 0.42$  years (mean

Table 1.—Characteristics of Safety Belt Wearers vs Nonwearers

Characteristic	Safety Belts		P*
	Yes (n=791)	No (n=573)	
Mean $\pm$ SEM age, y	35 $\pm$ 0.5	31.9 $\pm$ 0.7	.004
Male, %	49.7	55.8	.028
Reported mechanism of injury, %			
Rear-end collision	40.8	26.2	.001
Front-end collision	24.1	37.6	
Struck broadside (passenger)	20.0	20.5	
Struck broadside (driver)	12.8	9.4	
Other	1.2	1.9	
Unknown	1.2	4.4	
Alcohol use, %	5.6	19.5	.0001
Ambulance transport, %	36.4	57.6	.0001
Posted speed limit (mph), %			
<30	40.5	39.6	NS
30-45	39.6	35.1	
$\geq$ 55	8.5	8.6	
Unknown	11.5	16.8	

\*Percentages were compared by the Pearson  $\chi^2$  test. Means were compared by the two-tailed *t* test. NS indicates not significant.

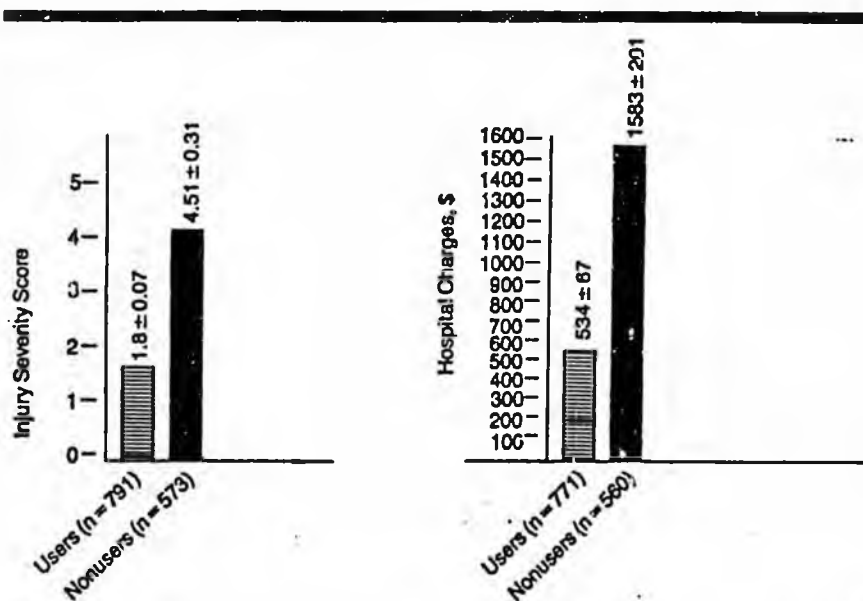


Fig 1.—Mean injury severity scores and hospital charges for safety belt users and nonusers. Patients who had worn safety belts had significantly lower injury severity scores ( $P < .001$ ) and hospital charges ( $P < .001$ ).

$\pm$  SEM); 52.5% were men, 63.6% were drivers, 24.6% were front-seat passengers, and 11.3% were back-seat passengers. There was no significant difference noted in the month patients were seen (January through June), but there was a difference noted in the time they were registered; 37.1% were registered from 7 AM to 3 PM, 42.1% from 3 to 11 PM, and 20.8% from 11 PM to 7 AM ( $P > .001$ ).

Seven hundred ninety-one patients (58%) claimed to be wearing safety belts, and 573 (42%) did not. Of those wearing safety belts, 603 (76.2%) were

wearing a shoulder harness and lap belt, 121 (15.3%) were wearing a lap belt only, and in 67 (8.5%) the safety belt type was not known. Differences were noted between the two groups with respect to age, sex, and reported mechanism of injury. Safety belt wearers were slightly older, more often female, and more likely to be involved in a rear-end collision. In addition, safety belt users were less likely to have used alcohol and less likely to require transport by ambulance. The groups were similar with respect to the posted speed limit where the accident occurred (Table 1).

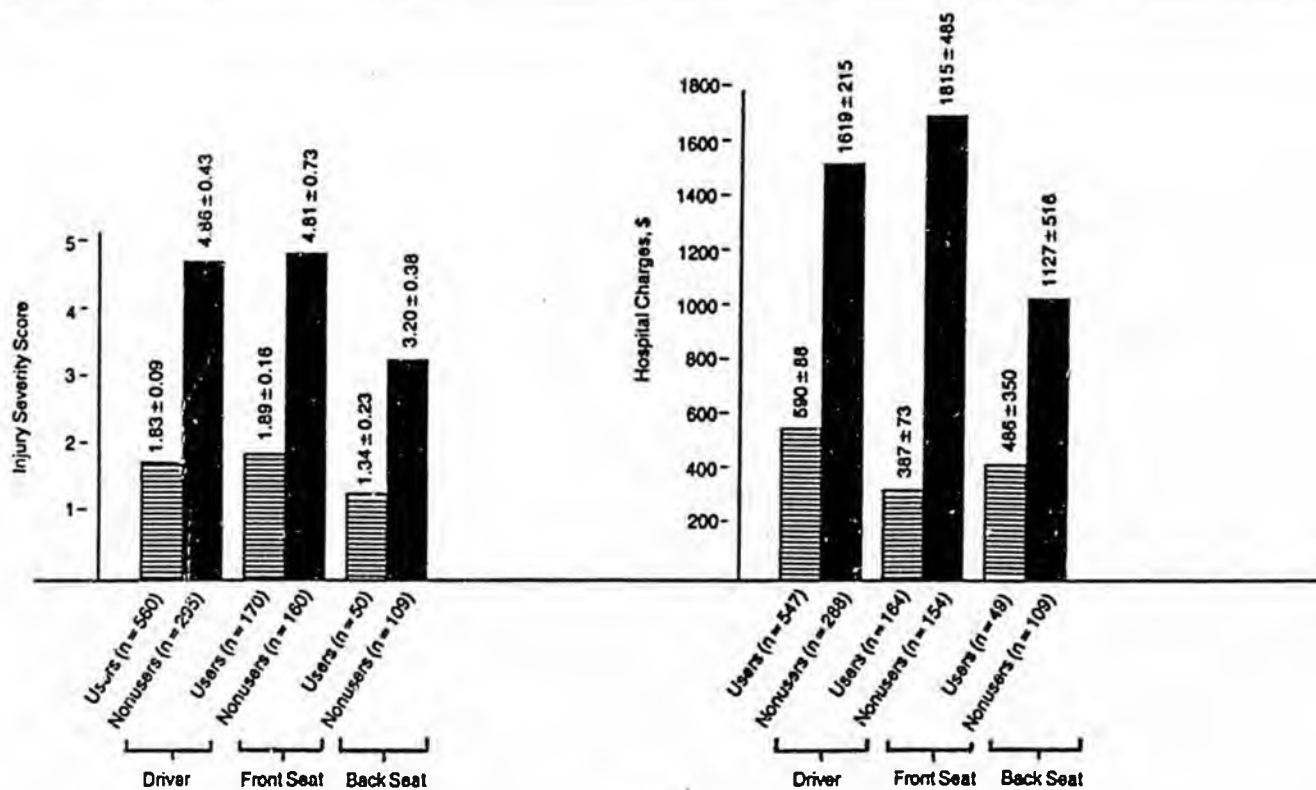


Fig 2.—Mean injury severity scores and hospital charges for safety belt users and nonusers by position in vehicle. Drivers, front-seat passengers, and back-seat passengers who had worn safety belts had significantly lower injury severity scores ( $P < .001$ ,  $P < .001$ , and  $P < .002$ , respectively) and hospital charges ( $P < .001$ ,  $P < .004$ , and  $P < .031$ , respectively).

### Severity of Injury

The mean ISS for safety belt wearers was  $1.8 \pm 0.07$  as opposed to  $4.51 \pm 0.31$  for those not wearing safety belts ( $P < .001$ , Fig 1, left). Patients who had worn safety belts, whether they were drivers, front-seat passengers, or back-seat passengers, fared significantly better than their unrestrained counterparts (Fig 2, left).

When the reported mechanism of injury was evaluated, striking differences in ISS were noted between safety belt users and nonusers in front-end collisions ( $2.15 \pm 0.18$  vs  $6.12 \pm 0.64$ ,  $P < .001$ ). Benefit was also provided by safety belts in broadside collisions, where restrained occupants had an average ISS of  $2.01 \pm 0.14$  as opposed to  $3.6 \pm 0.34$  for unrestrained occupants ( $P < .001$ ). Smaller but significant differences in ISS were noted between the groups in rear-end collisions. Safety belt wearers had a mean ISS of  $1.38 \pm 0.06$  vs  $2.47 \pm 0.14$  for nonusers ( $P < .001$ ).

Admission to the hospital may be another indication of severity of injury. A significantly greater number of unrestrained subjects required admission (including those who died in the emergency department). Only 54 (6.8%)

of the total 791 safety belt wearers required admission. However, 110 (19.2%) of the 573 patients who did not wear safety belts required admission ( $P < .001$ ). Thus, two thirds of patients who required hospital admission were not wearing safety belts at the time of injury. Significant differences in ISS between the restrained and unrestrained groups remained in both the admitted and discharged groups (Fig 3, left). Regardless of admission status, unrestrained occupants utilized significantly more hospital days than restrained occupants ( $1.2 \pm 0.2$  days vs  $0.4 \pm 0.08$  days,  $P < .001$ ).

When only the most severely injured patients are considered, ie, those with an ISS of 12 or greater, again, the overwhelming majority were unrestrained. Thirty-six (81.8%) were not wearing safety belts; eight (18.2%) were ( $P < .001$ ). There were five deaths during this study, all among patients who did not wear safety belts.

Multivariate methods, including analysis of covariance and logistic regression, were used to assess the independent effect of safety belt usage on ISS scores, controlling for other variables. Since age, alcohol use, and type of accident were observed to be associated with safety belt use and also may be

associated with the severity and cost of injury, they were assumed to be possible confounding variables. The posted speed limit was also included. Although there were sex differences in safety belt usage, there is no reason to believe that ISSs or costs should differ by sex, other factors being equal. Therefore, analyses of covariance were carried out comparing the ISSs of safety belt users and nonusers, with age in years, alcohol usage (yes or no), and type of accident (entered as dummy variables; front-end collision, rear-end collision, or other) as covariates. Results (Table 2) indicate that unrestrained patients had an ISS that was two points higher on average, even when all the confounding variables were controlled for. Alcohol users scored one point higher on average, as did patients who were involved in a front-end collision. Those in a rear-end collision had somewhat lower scores on average. Scores averaged higher with increasing age and slightly higher for a posted speed limit of 30 to 45 mph. Mean ISSs for restrained and unrestrained subjects were adjusted for differing values of the covariates in the two groups; safety belt wearers were observed to have a significantly lower adjusted mean ISS than nonwearers ( $P = .0001$ ).

Logistic regression analysis was used

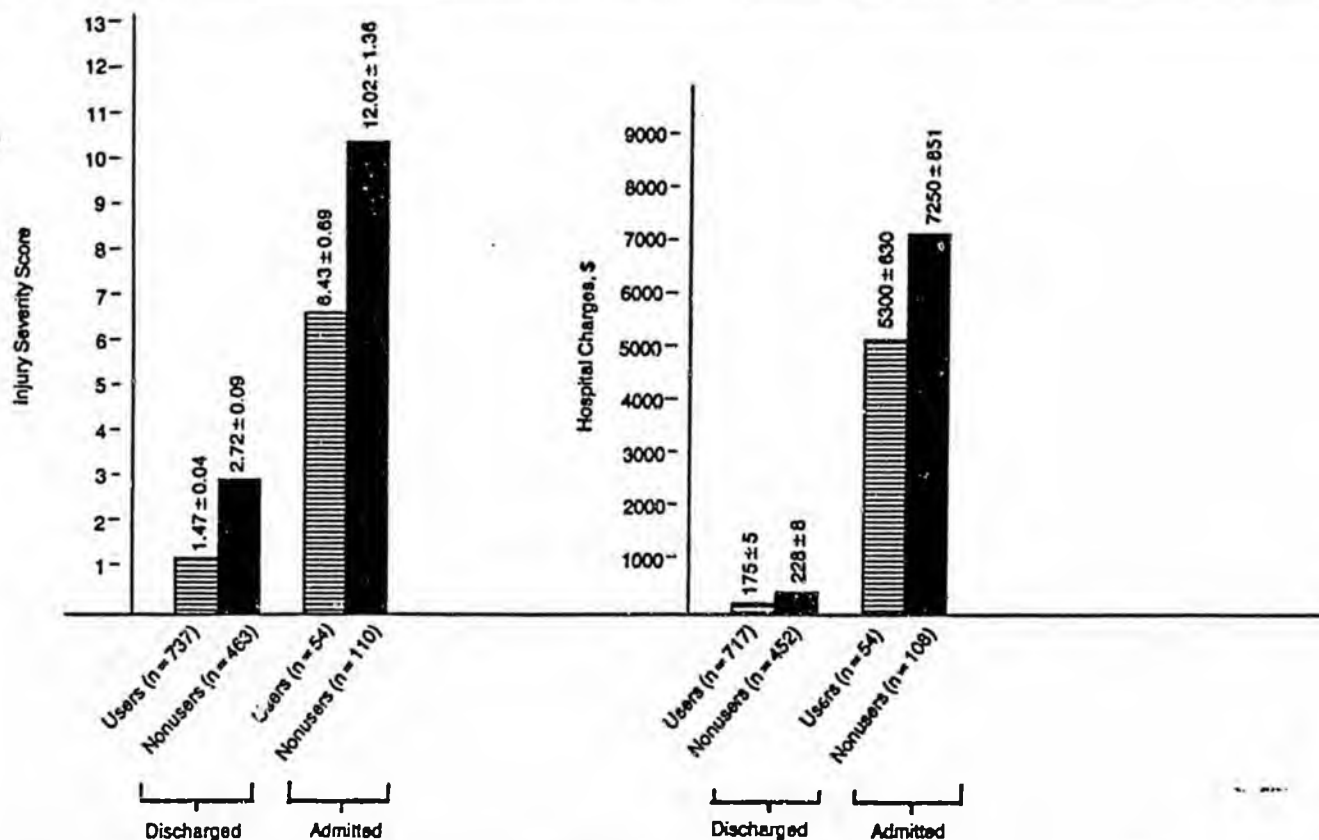


Fig 3.—Mean injury severity scores and hospital charges for safety belt users and nonusers by whether or not patients were admitted. Significantly fewer patients who had worn safety belts required admission ( $P < .001$ ). Patients who did not require admission (includes patients transferred to other facilities) who had worn safety belts had significantly lower injury severity scores ( $P < .001$ ) and hospital charges ( $P < .001$ ). Patients who were admitted (includes patients who died in the emergency department) who had worn safety belts had significantly lower injury severity scores ( $P < .001$ ) and demonstrated a trend toward lower hospital charges ( $P = .076$ ).

to assess the association of safety belt use with severe injury, defined as an ISS of 12 or greater. Proportions of restrained and unrestrained subjects with severe injury were compared, using alcohol use and type of collision as covariates. Results (Table 3) indicate that the odds of severe injury were 4.8 times greater for nonusers of safety belts when other significant variables were controlled for. The odds ratio for front-end collisions was similarly large, while alcohol usage was not independently associated with severe injury. Since age was entered as a continuous variable, an odds ratio is not available. However, the proportion of patients with severe injury increased significantly with increasing age.

#### Health Care Costs

Significant differences were also found in the health care costs of safety belt users and nonusers. Unrestrained occupants incurred mean charges of  $\$1583 \pm \$201$ , nearly three times the charges for restrained occupants ( $\$534 \pm \$67$ ,  $P < .001$ ; Fig 1, right).

When the patient's position in the vehicle was evaluated, nonwearers consis-

Table 2.—Comparison of Safety Belt Users and Nonusers on Injury Severity Score and Cost\*

Variable	Injury Severity Score†		Cost‡	
	Coefficient	P	Coefficient	P
Safety belt nonuse	1.88	.0005	596.2	.0005
Alcohol use	1.13	.0018	730.1	.007
Front-end collision	0.79	.0039	523.0	.005
Rear-end collision	-0.71	.0048	-381.7	.047
Posted speed limit, mph				
30-45	0.74	.001	470.2	.0006
>55	0.51	.81	394.8	.17
Age, y	0.032	.0001	22.7	.0001

\*Analysis of covariance.

†Adjusted mean  $\pm$  SD injury severity score was  $2.42 \pm 0.23$  for safety belt users and  $4.30 \pm 0.22$  for nonusers ( $P = .0001$ ).

‡Adjusted mean  $\pm$  SD cost was  $\$912.80 \pm \$172.90$  for safety belt users and  $\$1508.00 \pm \$170.60$  for nonusers ( $P = .0005$ ).

tently incurred higher charges than safety belt wearers (Fig 2, right). This difference reached statistical significance in drivers and front-seat passengers only. However, the number of back-seat passengers for statistical comparison was small ( $N = 158$ ).

Patients who did not wear safety belts who required hospital admission demonstrated a trend toward higher charges (Fig 3, right;  $\$7250 \pm \$851$  vs

$\$5300 \pm \$630$ ,  $P = .076$ ), though the sample size was small ( $N = 162$ ). However, in patients who were discharged or transferred from the emergency department, a significant difference was demonstrated, with restrained occupants incurring average charges of  $\$175 \pm \$5$  vs  $\$228 \pm \$8$  for unrestrained occupants ( $P < .001$ ). This represents a 23.3% reduction in charges for safety belt wearers (Fig 3, right).

Table 3.—Logistic Regression Results Comparing Safety Belt Users and Nonusers by Injury Severity Score

Variable	Injury Severity Score > 12		
	Odds Ratio	95% Confidence Interval	P
Safety belt nonuse	4.94	2.03-12.22	.0004
Front-end collision	4.74	2.10-10.66	.0002
Alcohol use	1.59	0.68-3.74	.29
Posted speed limit, mph			
30-45	1.94	0.91-4.15	.09
>55	1.43	0.37-5.58	.60
Age (20-year difference)	2.01	1.35-2.99	.006

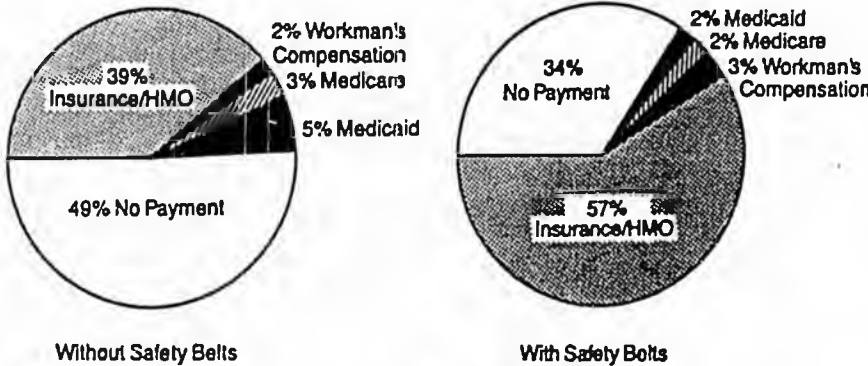


Fig 4.—Payment status for patients with and without safety belts. HMO indicates health maintenance organization.

Evaluation of payment status showed that the majority of unrestrained passengers either had no payment (49.2%) or were receiving governmental assistance (5% public aid, 3% Medicare). Of safety belt wearers, 57% had private insurance or were enrolled in a health maintenance organization, and 3% were covered by workman's compensation ( $P < .001$ , Fig 4).

Multivariate analyses were also conducted to assess the independent effect of safety belt use on health care costs, controlling for the covariates age, type of collision, posted speed limit, and alcohol usage (Table 2). The adjusted mean costs differed by about \$600 ( $P = .0008$ ); alcohol users incurred charges approximately \$700 higher on average. Costs were higher in front-end collisions, lower in rear-end collisions, higher at 30 to 45 mph, and increased with the age of the patient.

#### COMMENT

This study suggests that safety belts provide a significant benefit in reducing injury and health care costs. We demonstrated a 60.1% reduction in severity of injury (51% after adjusting for other variables), a 64.6% decrease in hospital admissions, and a 66.3% decline in hospital charges (49% for adjusted means)

in safety belt wearers. To our knowledge, this is the first study evaluating the efficacy of safety belt use in the United States based on medical data. By utilizing the ISS system, an objective assessment can be made of the number and severity of injuries in relation to safety belt use. Previous studies<sup>1</sup> and government reports<sup>2</sup> used police reports in assessment of injury. In this system, the police officer assigns the accident victim an injury score of A, B, C, or K (severe, moderate, minor, or fatal injury). Obviously, data obtained by this system are of questionable reliability. In addition, this study is unique in that it also assessed the hospital charges associated with the care of the injured motorist.

Actual hospital and emergency department charges were used to estimate health care costs in this analysis. These are conservative estimates, in that direct charges generated by pre-hospital emergency services, rehospitalizations, and rehabilitation were not included. Furthermore, indirect costs resulting from time lost from work, increased insurance premiums, and lost productivity of those who die or are permanently disabled by MVAs were not measured. Inclusion of these costs may have resulted in even greater differ-

ences in cost estimates. The cost to care for patients who required hospitalization was higher for those who did not wear safety belts, though statistical significance was not reached (Fig 3, right). However, the sample size in this subgroup was small, suggesting a large error. Larger sample sizes may demonstrate a statistically significant difference.

The four hospitals participating in the study were geographically scattered throughout Cook County to include a variety of roadways (highways and urban and suburban roads). Only rural roads were not represented. Baker et al,<sup>10</sup> however, stated that mortality from MVAs may be highest in areas of low population density; this suggests that we omitted from our sample roads responsible for high mortality from MVAs. The months of January through June were chosen to cover a variety of road conditions in winter, spring, and summer in Chicago. In addition, the four hospitals admit patients from a wide variety of socioeconomic groups, with an assortment of vehicles and driving habits.

Throughout this study, we relied on patient reporting and/or paramedic reporting of safety belt use. The actual safety belt use rate in Illinois at the time of the study was 36%.<sup>1</sup> Actual safety belt use may be appreciably different than reported, as it may be impossible to obtain physical evidence of safety belt use. Paramedics were asked to verify the presence or absence of restraint use at the scene. However, the accident victims were often out of their vehicles when the ambulance arrived. In only 23 of the 618 cases with patients transported to the hospital by ambulance was there disagreement on safety belt usage between paramedics and patients. If we assume, however, that restraint use is only overreported, ie, unrestrained patients stated that they were wearing a safety belt and not vice versa, then there would be an even greater benefit in reducing injury and cost if the true incidence were known.

It should be noted that only those patients who presented to the hospital following an MVA were included. Patients who did not present to the hospital, who presented over 24 hours following injury, or who went directly to the morgue were not included. In Cook County, paramedics must transport all seriously (or fatally) injured MVA victims to a hospital unless the patient has dependent lividity, rigor mortis, or decapitation, all unlikely events in traffic accidents. It is therefore unlikely that any fatalities were not included in the study due to direct transport to a

morgue. The number of uninjured motorists who did not present to a hospital is unknown and is not available through the Department of Transportation.

Studies conducted in other countries, many of which assessed the effects of safety belt legislation, also demonstrate the benefit of safety belt use.<sup>11-22</sup> Henderson and Wood<sup>11</sup> reported a 25% decrease in predicted deaths in the year following safety belt legislation in New South Wales, Australia. In an evaluation of the Swedish experience, Mellbring et al<sup>12</sup> reported a reduction in the number of MVA victims admitted to hospitals following legislation despite a 40% increase in reported MVAs. In England, a retrospective study comparing the 12 months preceding and following the enactment of safety belt use legislation revealed a mean ISS of 4.94 before and 2.8 after the law. A 42% reduction in the number of front-seat occupants who required hospital admission and a 27% decline in the number of deaths following introduction of the law was reported.

In the United States, New York was the first state to pass a mandatory-use safety belt law. In the first nine months after the law was enforced, MVA fatalities decreased by 17%, resulting in the lowest highway fatality rate (per 100 million miles driven) in several decades.<sup>9</sup> In Illinois, where safety belt legislation took effect in July 1985, an estimated 55 to 60 lives were saved and 8000 serious injuries were prevented in the first year following enactment.<sup>9</sup> Nationwide, the National Highway Traffic Safety Administration reported that safety belt usage of fatally injured MVA victims was about half the usage of those whose injuries were less incapacitating.<sup>23</sup> Unrestrained occupants were 40% more likely to be injured in an MVA and twice as likely to require hospitalization as restrained occupants.<sup>24</sup>

Compulsory safety belt use legislation appears to be the most effective agent in increasing safety belt usage. Usage rates increased from just under 40% to 95% in England,<sup>14</sup> from 20% to 80% in Sweden,<sup>15</sup> from 15% to 90% in Australia,<sup>16</sup> and from 21% to 47% in New York state<sup>25</sup> after such legislation. Insurance incentives<sup>26</sup> and mass-media campaigns<sup>27</sup> have been ineffective in altering the rate of safety belt usage. Other efforts to promote safety belt usage, including safety belt pledge cards, incentive plans, and "awareness" programs have met with variable success.<sup>28</sup>

Mandatory safety belt use legislation has been a controversial topic in the United States. To date, 33 states and the District of Columbia have enacted such legislation, while two additional

states had safety belt use laws and later repealed them (Massachusetts and Nebraska). Worldwide, over 30 countries have passed mandatory-use laws. The United States is virtually the only developed nation that has not passed national safety belt legislation.<sup>29</sup>

The Department of Transportation estimated the cost to society of injuries sustained in MVAs at about \$15.3 billion in 1980.<sup>4</sup> Our results indicate a 66.3% decreased cost attributed to safety belt use. If this reduction is applied to the estimated \$15.3 billion, universal safety belt usage would save \$10.1 billion each year. In our era of rising health care costs, the safety belt may be a very efficient mechanism for saving lives and reducing costs.

Society bears the burden of MVAs, not only in direct health costs but also in lost productivity of workers (indirect costs). There were over 11 million lost workdays for survivors of MVAs in 1985.<sup>4</sup> The administrative and overhead cost of motor-vehicle and health insurance premiums totaled nearly \$13.8 billion in 1980.<sup>4</sup> Furthermore, in 1980, the federal government spent an estimated \$7.5 billion and state and local governments spent an estimated \$3.4 billion for MVA-associated expenses.<sup>4</sup>

This study analyzed automobile safety belt use and subsequent severity of injury and health care costs. Our data suggest that, in an urban setting, safety belt utilization was associated with decreased severity of injury from motor-vehicle trauma and reduced the medical care costs of injured motorists. This analysis in combination with existing evidence supports a more aggressive national posture toward safety belt usage for the benefit of both the individual and the American people.

This study was supported in part by the Illinois Coalition for Safety Belt Use, Springfield, Ill.

We thank Dorothy Bissell and Elizabeth Springer for their help in manuscript preparation. We are also grateful for the contributions made by the resident and attending staffs of the University of Illinois Affiliated Hospitals Emergency Medicine Residency and the University of Illinois Surgery Residency, without whose cooperation and efforts this study could not have been accomplished.

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**REPORT TO THE WASHINGTON STATE LEGISLATURE:  
THE IMPACT OF THE 1986 MANDATORY SAFETY BELT USE LAW**

December 1988

Prepared by: The Division of Governmental Studies and Services  
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Pullman, WA. 99164-4870

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Research Associate

Nicholas P. Lovrich, Ph.D.  
Director

*Copy sent David B.  
John E. ...  
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REPORT TO THE WASHINGTON STATE LEGISLATURE  
THE IMPACT OF THE 1986 MANDATORY SAFETY BELT USE LAW

EXECUTIVE SUMMARY

**THE MUL: Key Provisions**

On June 11, 1986, the State of Washington put into effect the Mandatory Safety Belt Use Law of 1986 (MUL). Along with the majority of other states in the union, the State of Washington has declared that the failure to use a safety belt while a passenger or operator of a motor vehicle is a violation of the law. The MUL requires persons driving or riding in any vehicle in which federal law required the manufacturers to install safety belts to wear them. The law requires all persons 16 years old or older driving or riding in a motor vehicle, whether in front or in the back, to use safety belts. Children under the age of 16 are to use a safety belt, or must be restrained in an approved child safety seat if the child is young enough for the child restraint law to apply. Automobiles, trucks and vans are covered by the law. Persons riding in or driving a vehicle which did not have safety belts installed when manufactured are not subject to enforcement action.

The MUL provisions became fully active on January 1, 1987. During the interim "grace period" between June 11, 1986, and January 1, 1987, no citations were issued, although warnings were given to motorists. As of January 1, 1987, a penalty, which, when combined with the statutory assessment, could total \$47, may be imposed for violation of the MUL. The MUL is a secondary

enforcement law exclusively. This means that a vehicle may not be stopped just for an MUL violation. Once a vehicle is stopped for reasons related to a primary enforcement offense, such as speeding or failure to yield the right of way, an officer may issue an MUL citation if the operator and/or passengers of detained vehicles are in violation of the MUL.

**MAIN QUESTIONS OF INTEREST:** MUL Effect on Safety Belt Use; Level of Public Support for the MUL; Support for the MUL Among Law Enforcement and Court Agencies; and Evidence of Societal Benefit (Monetary) of the MUL

This report submitted to the Washington State Legislature contains a wide range of findings of interest, but the major concerns at this early point in the implementation of the MUL necessarily relate to the essential matters of DESIRED OUTCOMES and public and professional ACCEPTANCE. With regard to outcomes, the immediate concerns are: 1) Has the MUL increased the level of use of safety belts by the vehicle operators and passengers of motor vehicles traveling on the state's highways, roads and streets? AND 2) Has the MUL led to monetary savings attributable to the reduction of fatal and non-fatal disabling injury collisions? On the subject of acceptance of the MUL, again there are two essential questions: 1) Does the public accept the MUL as being a PROPER LAW and one that is EFFECTIVE in its stated purposes? AND 2) Do those charged with the responsibility of enforcement -- the police agencies and the courts -- accept the MUL as a proper and effective measure for promoting traffic safety on the state's roadways?

In addition to these fundamental concerns, this report also contains some exploratory analyses of the correlates of safety belt use, of the impact of differing levels of enforcement activity on aggregate and individual level safety belt use, and of the sources for cues received by the public for the encouragement of seatbelt use. These several analyses were undertaken to provide the Washington Traffic Safety Commission with information required to plan the most proper use of its resources in future efforts to increase the level of compliance with the MUL across the state.

#### FINDINGS ON MUL OUTCOMES AND ACCEPTANCE

On the matter of rates of safety belt use, a combination of three distinct methods of analysis were employed: 1) direct observation of vehicles in the field; 2) analysis of collision reports; and 3) self-reports of safety belt use obtained in a state-wide survey of the public. All three methods of analysis indicate the same outcome -- namely, the MUL has indeed resulted in a higher rate of use of safety belts than obtained prior to the enactment of the law.

With respect to the level of acceptance of the MUL among those who are charged with the law's enforcement, surveys of the Troopers and administrative officers of the law enforcement agency that writes the vast majority of citations for violation of the MUL -- the Washington State Patrol -- indicate clearly that the MUL is supported and enforced with vigor. Similarly, county and municipal law enforcement officers who enforce traffic

laws and their administrative leadership also report a high level of support and enforcement within their jurisdictions. On balance, the law enforcement agencies contacted report that they view the MUL as an effective tool in the on-going fight to enhance traffic safety and reduce roadway fatalities in Washington. Much the same sentiment, moreover, is voiced by the judges surveyed; they too tend to share the view that the MUL represents an important tool for the state in its effort to promote a safer driving environment for the people of Washington.

As for the level of acceptance of the MUL among the public, there is clear evidence from a state-wide survey of the general adult citizenry that public support for the MUL is high -- on the order of nearly eight in ten citizens expressing the opinion that they favored the MUL. The public tends to view the law as both a proper enactment, and one which is quite effective in accomplishing its stated purpose.

Finally, as to the outcome of societal benefits to be attributed to the impact of the MUL, the analyses presented in this report document the savings in lives and severe injuries, and the concomitant savings in monetary terms, which have accrued to the state as a result of the implementation of the MUL. Using time series analyses and trend line extrapolation, it is estimated that, during 1986 and 1987, some 35 fewer fatalities, 822 fewer non-fatal disabling injuries and 1,745 fewer minor injuries than were predicted in the absence of the MUL actually occurred. These figures translate into a savings in the range of \$16 to \$24 million. These figures represent savings calculated on the basis of standardized formulae developed by the National

Safety Council and the National Highway Traffic Safety Administration with respect to losses resulting from fatal or non-fatal disabling injury collisions such as lost wages, medical expenses, property damage, insurance administrative costs, etc.

#### CONCLUSIONS

Washington's MUL would appear to have been generally successful in accomplishing its express purpose of motivating citizens to make use of their safety belts. The public is supportive of the law, the agencies of law enforcement and the judicial authorities judge the law to be proper and efficacious, and the indicators of public compliance and amount of losses resulting from fatal and non-fatal disabling injury collisions suggest that positive outcomes are attributable to the MUL. While this generally positive outlook on the MUL is clearly appropriate, it is also necessary to note that higher levels of compliance are being reported in other countries with similar laws. It is also likely that the rate of use of safety belts and the level of societal benefits might be greater yet if more youth-oriented, school-age programs were initiated and the MUL was a primary enforcement offense as opposed to a secondary enforcement offense. In sum, the results and findings reported herein indicate a positive start for the MUL, and they also indicate that more progress yet is to be expected in this important area of public policy.



# HIGHWAY USERS FEDERATION OF ALASKA

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January 13, 1989

Senator Arliss Sturgulewski  
Alaska State Legislature  
P. O. Box V (MS3100)  
Juneau, Alaska 99811

Dear Senator Sturgulewski:

HUFA is writing in support of your legislation for a mandatory seat belt law. Safety is all of our responsibilities and to insure safe automobile travel in Alaska, passage of this measure is necessary. To support your position, I have included our last publication of "At Issue", page two, for your knowledge.

Other issues for your attention are the two resolutions enclosed. Senator Jones and his staff, through the Transportation Committee, are preparing these items for legislation.

As last year, the eight cent gas tax for Alaska is a positive idea, but not without dedication to a trust fund. Also, if passed, the inequity that would then exist between the trucking industry and the Alaska Railroad must be resolved first.

Thank you for your time and consideration and I look forward to seeing you in Juneau soon.

Sincerely,

Jim Voigts  
Chairman

Enclosure

# MEMORANDUM

## State of Alaska

DEPARTMENT OF PUBLIC SAFETY

TO: Senator Arliss Sturgulewski  
Sixteenth Alaska State Legislature

DATE: February 2, 1989

FILE NO:

TELEPHONE NO:

FROM:



T. Michael Lewis  
Governor's Highway Safety Representative  
Highway Safety Planning Agency

SUBJECT: 465-4371

Determination of  
Mandatory Seatbelt Law  
Compliance

In response to questions concerning the determination of compliance by the Secretary of Transportation on the criteria of the State mandatory seatbelt laws, I offer the following information:

Section 4.1.5.1 of Motor Vehicle Safety Standard No. 208 (copy attached) requires that the Secretary of Transportation shall determine, no later than April 1, 1989, that state mandatory safety belt use laws have been enacted that meet the criteria specified in S4.1.5.2 and are applicable to not less than two-thirds of the total population of the fifty states and the District of Columbia.

In order to ascertain the current status of this determination, I called the Regional Office of the National Highway Traffic Safety Administration, Department of Transportation. I was told by that office that:

1. The due date of that determination is not until April 1, 1989, and that no determination has been made at this time.
2. Because of the common knowledge that only one, of the thirty-one states that have enacted mandatory seatbelt laws, is in full compliance with S4.1.5.2, it is highly doubtful if the Secretary will issue a determination of compliance statement.
3. As a result of the failure of the states to fully comply with the criteria of S4.1.5.2, all passenger vehicles manufactured after September 1, 1989 must be equipped with approved passive restraint systems.

If you require any additional information, please do not hesitate to give me a call at 465-4374.

cc: Arthur A. English, Commissioner  
Department of Public Safety

Attachment

TML:cg

**S4.1.3.1.2** Subject to S4.1.5, an amount of the cars specified in S4.1.3.1.1 equal to not less than 10 percent of the average annual production of passenger cars manufactured on or after September 1, 1983, and before September 1, 1986, by each manufacturer, shall comply with the requirements of S4.1.2.1.

**S4.1.3.2 Passenger cars manufactured on or after September 1, 1987, and before September 1, 1988.**

**S4.1.3.2.1** Subject to S4.1.3.2.2 and S4.1.3.4, each passenger car manufactured on or after September 1, 1987, and before September 1, 1988, shall comply with the requirements of S4.1.2.1, S4.1.2.2 or S4.1.2.3.

**S4.1.3.2.2** Subject to S4.1.5, an amount of the cars specified in S4.1.3.2.1 equal to not less than 25 percent of the average production of passenger cars manufactured on or after September 1, 1984, and before September 1, 1987, by each manufacturer, shall comply with the requirements of S4.1.2.1.

**S4.1.3.3 Passenger cars manufactured on or after September 1, 1988, and before September 1, 1989.**

**S4.1.3.3.1** Subject to S4.1.3.3.2 and S4.1.3.4, each passenger car manufactured on or after September 1, 1988, and before September 1, 1989, shall comply with the requirements of S4.1.2.1, S4.1.2.2 or S4.1.2.3.

**S4.1.3.3.2** Subject to S4.1.5, an amount of the cars specified in S4.1.3.3.1 equal to not less than 40 percent of the average annual production of passenger cars manufactured on or after September 1, 1985, and before September 1, 1988, by each manufacturer, shall comply with the requirements of S4.1.2.1.

**S4.1.3.4** For the purposes of calculating the numbers of cars manufactured under S4.1.3.1.2, S4.1.3.2.2 or S4.1.3.3.2 to comply with S4.1.2.1, each car whose driver's seating position will comply with these requirements by means other than any type of seat belt is counted as 1.5 vehicles.

3. Standard No. 208 is amended by adding the following new sections:

**S4.1.4 Passenger cars manufactured on or after September 1, 1989.** Except as provided in S4.1.5, each passenger car manufactured on or after September 1, 1989, shall comply with the requirements of S4.1.2.1.

**S4.1.5 Mandatory seatbelt use laws.**

**S4.1.5.1** If the Secretary of Transportation determines, by not later than April 1, 1989, that

state mandatory safety belt usage laws have been enacted that meet the criteria specified in S4.1.5.2 and that are applicable to not less than two-thirds of the total population of the 50 states and the District of Columbia (based on the most recent Estimates of the Resident Population of States, by Age, Current Population Reports, Series P-25, Bureau of the Census), each passenger car manufactured under S4.1.3 or S4.1.4 on or after the date of that determination shall comply with the requirements of S4.1.2.1, S4.1.2.2, or S4.1.2.3.

**S4.1.5.2.** The minimum criteria for state mandatory safety belt usage laws are:

(a) Require that each front seat occupant of a passenger car equipped with safety belts under Standard No. 208 has a safety belt properly fastened about his or her body at all times when the vehicle is in forward motion.

(b) If waivers from the safety belt usage requirement are to be provided, permit them for medical reasons only.

(c) Provide for the following enforcement measures:

(1) A penalty of not less than \$25.00 (which may include court costs) for each occupant of a car who violates the belt usage requirement.

(2) A provision specifying that the violation of the belt usage requirement may be used to mitigate damages with respect to any person who is involved in a passenger car accident while violating the belt usage requirement and who seeks in any subsequent litigation to recover damages for injuries resulting from the accident. This requirement is satisfied if there is a rule of law in the State permitting such mitigation.

(3) A program to encourage compliance with the belt usage requirement.

(d) An effective date of not later than September 1, 1989. (49 F.R. 28962—July 17, 1984. Effective: August 16, 1984)]

**S4.2 Trucks and multipurpose passenger vehicles with GVWR of 10,000 pounds or less.**

**S4.2.1** Trucks and multipurpose passenger vehicles, with GVWR of 10,000 pounds or less, manufactured from January 1, 1972, to December 31, 1975. Each truck and multipurpose passenger vehicle with a gross vehicle weight rating of 10,000 pounds or less, manufactured from January 1,

SEATBUS.TXT

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

March 8, 1989

Laurel Osborne  
P. O. Box 225  
Galena, Alaska 99741

Dear Laurel:

Thank you for bringing to me your concern about seatbelts in school buses, particularly those under 10,000 pounds.

As you know, HB 105 excludes passengers in all school buses from the mandatory seatbelt requirements. I personally agree with you that seatbelt use should be required on the type II buses, but unfortunately mine is not a majority view. Other members of the committees considering the bill and members of the administration feel strongly that the testing done to date on the crash performance of small school buses is inconclusive. Nobody wanted to be in the position of enacting something that might cause people harm rather than protect them from harm.

However, I was successful in the adoption of a statement of intent to accompany the bill. The statement provides that once the National Transportation Safety Board issues its report on the crash performance of small school buses, state law will be reviewed for changes necessary to conform Alaska law to the NTSB recommendations.

HB 105 is being heard by the Senate Transportation Committee tomorrow; it then goes to the Senate Finance Committee for their consideration. It is my hope that it will be to the Senate floor for a vote soon.

Keep up the good work!

Sincerely,

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

Senator Pat Pourchot  
Chairman

PP/ss

Seathertz

SENATE JOURNAL

February 22, 1989

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SB 59 cont'd

Letter of Intent

It is the intent of the Legislature that Senate Bill 59 exempt school buses from the provisions of AS 28.05.095 until such time as the United States Department of Transportation, National Transportation Safety Board issues its report on the crash performance on small school buses.

At that time, AS 28.05.095 will be reviewed to determine what, if any, changes must be made to conform Alaska law to recommendations of the National Transportation Safety Board.

Zero fiscal note for the committee substitute forthcoming.

SENATE BILL NO. 59 was referred to the Rules Committee.

SB 70

The Finance Committee considered SENATE BILL NO. 70 (An Act relating to certain testing in contested paternity actions; amending Rule 35, Alaska Rules of Civil Procedure; and providing for an effective date) and a majority of the committee recommended it be replaced with

CS FOR SENATE BILL NO. 70 (Finance)

and do pass. The report was signed by Senators Uehling and Binkley, Co-Chairs, and concurred in by Senators Duncan and Pearce. Senators Zharoff and Frank signed "no recommendation."

Zero fiscal note for the committee substitute forthcoming.

SENATE BILL NO. 70 was referred to the Rules Committee.

SB 82

The Finance Committee considered SENATE BILL NO. 82 (An Act relating to loans and lending practices of the Alaska Commercial Fishing and Agriculture Bank; providing an exemption for the bank's membership stock and certain other securities issued by the bank from registration under the Alaska Securities Act; and providing for an effective date)

SB 82 cont'd

and a majority of the committee recommended do pass. The report was signed by Senators Uehling and Binkley, Co-Chairs, and concurred in by Senators Zharoff, Duncan, Frank and Pearce.

Previous zero fiscal note.

SENATE BILL NO. 82 was referred to the Rules Committee.

SB 98

The Community and Regional Affairs Committee considered SENATE BILL NO. 98 (An Act relating to the penalty imposed for certain traffic offenses) and a majority of the committee recommended do pass. The report was signed by Senator Adams, Chair, and concurred in by Senators Frank, Szymanski and Pearce. Senator Pourchot signed "no recommendation."

Fiscal note published today from Alaska Court System. Zero fiscal note published today from Department of Public Safety.

SENATE BILL NO. 98 was referred to the Judiciary Committee.

SB 105

The Community and Regional Affairs Committee considered SENATE BILL NO. 105 (An Act relating to unification of municipalities). Senator Adams, Chair, signed "do pass." Senators Pearce, Frank, Pourchot and Szymanski signed "no recommendation."

Zero fiscal note published today from Department of Community and Regional Affairs.

SENATE BILL NO. 105 was referred to the Rules Committee.

SCR 17

The Rules Committee considered SENATE CONCURRENT RESOLUTION NO. 17 (Supporting the development of Hatcher Pass Ski Area) and a majority of the committee recommended calendar. The report was signed by Senator Sturgulewski, Chair, and concurred in by Senators Kerttula, Eliason and Rodey.

MESSAGE

Date 2-27-89 Time 11:30 am

For: Pat

From: Laura Osborne

of Galena

Phone No. 656-1805

Telephoned  Called to see you   
Please call  Will Call Again   
Returned your call  Urgent

*10-22 passengers*

Message Approx. 1000 school kids  
on small school buses (feds.  
mandate <sup>18,000</sup> seat belts) - SB 59 doesn't  
discriminate between these &  
traditional school buses.

Operator: \_\_\_\_\_

LAA-16

*doesn't mandate use*

*Sent materials - also to Sturg & Sen Transp  
& Binkley*

FEB 27 1989

P.O. Box 225  
Galena, Alaska 99741

February 17, 1989

Senator Pat Pourchot  
P.O. Box V  
Juneau, Alaska 99811

Dear Senator Pourchot:

Approximately 1000 Alaskan children ride to school daily in school vans which are federally mandated to be equipped with seatbelts. The U.S. Department of Transportation further recommends in Standard 17 (enclosed) that all passengers riding these Type II school buses and vans wear their safety belts when the vehicle is in motion.

I understand that Romaine Kareen, representing the Department of Education, has urged the Senate Transportation Committee to exempt school buses from Senate Bill 59. As in the present Alaskan child restraint law, passengers in all school buses would be exempt from buckling up, without making a distinction between small school buses where seatbelts are provided by law and large school buses where they are not federally mandated. Senate Bill 59 already exempts vehicles not equipped with seatbelts, such as large Type I school buses.

I understand that Ms. Kareen stated that there are no seatbelt installation standards for small school buses. This statement is incorrect. I quote from a letter which Ms. Kareen wrote to me in September 1986:

"Approximately 100 school buses weighing less than 10,000 pounds and for which the state is providing reimbursement, transport approximately 1,173 school children in Alaska. Federal Motor Vehicle Safety Standards require that school buses weighing less than 10,000 pounds be equipped by the manufacturer with safety restraints."

Federal Motor Vehicle Safety Standards No. 208, 209 and 210 are the standards applicable to seatbelt installation on small school buses. There are at present no seatbelt installation standards for large school buses, thus manufacturers use FMVSS No. 208, 209 and 210 as they apply to small school buses when supplying large belted buses. The state of Massachusetts has by law set belt installation standards for large buses consistent with those for small buses. Massachusetts and Oregon "umbrella" young children riding school vans under their child restraint laws.

I have tried to work with Ms. Kareen and the Alaska School Bus Safety Committee to encourage the use of seatbelts in school vans as recommended in Standard 17. I was shocked to learn at a public hearing by the Task Force on Seatbelts on School Buses in 1986 that members of the Safety Committee felt that seatbelts on small school buses were intended only for the use of special education children.

*Pat argued this exactly in Transp Comm. Held bill over for further evidence - looked at note studies - Studies inconclusive - more studies - exemption in CS not to be taken as belief that belts shouldn't be worn - renewed following conclusions. Pat's intent lang.*

*female*

*→ something that will cause more people hearw. DOE, etc. agreed to look at NT SB study - will intro leg. if shows small buses*

*Dept Educ won't support bill "and exemption for seatbelts. No conclusive evidence Tacked about incl. lang on small buses - Romaine - Canadian crash study not as conclusive as people say. Want to make sure not doing*

Tom Hyatt stated that in Fairbanks seatbelts were buckled under school seats on regular runs so that the students could not use them.

I wrote to the National Highway Traffic Safety Administration (NHTSA) for a clarification of the agency's position on the use of seatbelts in small school buses. Chief Counsel Erika Jones responded in a letter written in May of 1987, which I forwarded to Ms. Kareen, and which stated:

"...because small school buses experience greater force levels in a crash, passengers on these vehicles need the added safety benefits of the belts to mitigate against injuries and fatalities. Of course, the belts on small school buses provide safety benefits only if they are properly used. We thus recommend they be used by all pupils whenever the children are transported. This recommendation is consistent with Program Standard No. 17, which states, 'Passengers in Type II school vehicles equipped with lap belts shall be required to wear them whenever the vehicle is in motion.'" (enclosed)

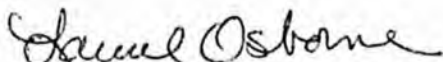
I am very concerned about Ms. Kareen's suggestion that children should not be required to buckle up in their school vans because of the results of the Canadian Crash Tests of 1984. NHTSA published a report titled "Safety Belts in School Buses" in June of 1985 which warned "Taken together, the results of the Canadian tests should be viewed with caution."

To further clarify NHTSA's position, I telephoned their offices on February 17, 1989 and spoke to Jerry Tannahill, Division of Occupant Protection, Washington D. C. (202-366-2748) He said the NHTSA has not changed its position on the use of seatbelts in small school buses because of the Canadian Crash Tests. The agency continues to recommend the use of seatbelts by all occupants of Type II school vehicles. They feel that the Canadian tests were limited in that they only investigated frontal crashes and did not consider side impacts and rollovers where seatbelt use would have been beneficial.

If Senate Bill No. 59 is amended to exempt school buses, then a school child could be faced with the situation of being required to buckle up in the family van, while not being required to buckle up in his identical school van. This situation would send contradictory and confusing signals to the child concerning the use of restraints, as well as compromising his safety.

I urge you to not make an exemption for school buses on Senate Bill 59. The safety of Alaska's school children is at stake.

Sincerely yours,



Laurel Osborne  
656-1805



U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration

400 Seventh Street, S.W.  
Washington, D.C. 20590

MAY 27 1987

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

Dear Ms. Osborne:

This responds to your January 29, 1987 letter to Mr. Barry Felrice, NHTSA Associate Administrator for Rulemaking, asking about our agency's position on safety belt use in small school buses (i.e., school buses with gross vehicle weight ratings (GVWR) of 10,000 pounds or less). Your letter has been referred to me for reply.

In your letter, you explain that you and the Alaska School Bus Safety Committee are interested in Alaska's implementation of Highway Safety Program Standard No. 17, Pupil Transportation Safety. You request clarification of NHTSA's position on safety belt use in small school buses because members of the committee believe that safety belts are provided on those buses only for the use of special education students. You also request information on safety belt education programs that schools could use to encourage the proper use of safety belts by student passengers in small school buses.

As you might know, NHTSA has two sets of regulations for school buses. The first set, issued under the authority of the National Traffic and Motor Vehicle Safety Act, applies to the manufacture and sale of new school buses and includes our motor vehicle safety standards for school buses. One of these safety standards is Federal Motor Vehicle Safety Standard No. 222, School Bus Passenger Seating and Crash Protection, which requires the safety belts for passengers on small school buses. The second set of regulations, issued under the Highway Safety Act, includes Highway Safety Program Standard No. 17 and relates to the use of school vehicles. Because requirements for the use of school buses are set by the states, Standard No. 17 sets forth recommendations to the states for the pupil transportation aspect of their highway safety programs. We encourage states to consider Standard No. 17's recommendations but do not insist on compliance with every aspect of the standard.

As you are aware, NHTSA does not believe that a Federal requirement for safety belts on large school buses (GVWR greater than 10,000 pounds) is necessary because large school buses are very safe vehicles due to their



AUTO SAFETY HOTLINE  
(800) 424-9393  
Wash. D.C. Area 366-0123

mass, seating configuration and "compartmentalized" seating positions. However, because small school buses experience greater force levels in a crash, passengers on these vehicles need the added safety benefits of the belts to mitigate against injuries and fatalities. Of course, the belts on small school buses provide safety benefits only if they are properly used. We thus recommend they be used by all pupils whenever the children are transported. This recommendation is consistent with Program Standard No. 17, which states, "Passengers in Type II school vehicles equipped with lap belts shall be required to wear them whenever the vehicle is in motion." (IV.C.3.d(5).)

With regard to your question about belt education programs, NHTSA and the National PTA have put together a "Safety Belt A/V Resource Kit" and a "Children's Training Kit" as part of our 1986 safety belt awareness campaign. The kit contains materials geared toward increasing safety belt use by children in passenger cars, and might be helpful in promoting belt usage in small school buses. I am sending you the resource kits by separate cover.

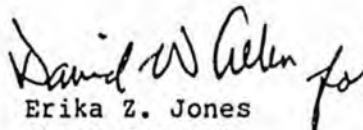
Further, some states have developed their own safety belt education programs for school children. The person in your state who might be able to provide you with more information on the programs available in Alaska is:

Ms. Romaine Kareen  
Pupil Transportation Officer  
Pouch F  
State Office Building  
Juneau, Alaska 99811  
(907) 465-2890

Also, enclosed in this letter is a February 1986 NHTSA report entitled, "School Bus Safety Belts: Their Use, Carryover Effects and Administrative Issues." The report describes an exploratory study of the experiences of various school districts with safety belt programs for school buses. You might find the discussion of administrative and educational components of bus belt programs helpful.

I hope this information is of assistance. Please contact us if you have further questions.

Sincerely,

  
Erika Z. Jones  
Chief Counsel

Enclosure



*See inside. Only a recommended standard. NHTSA can't enforce.*

HIGHWAY SAFETY PROGRAM  
STANDARD 17  
(As amended May 1973)

# Pupil Transportation Safety

U.S. DEPARTMENT OF TRANSPORTATION  
National Highway Traffic Safety  
Administration  
Washington, D. C. 20590

U.S. DEPARTMENT OF TRANSPORTATION

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

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ADMINISTRATION

DOT R17



# PURPOSE

Standard 17 is designed to improve State programs for transporting pupils safely in urban and rural areas by setting requirements for proper and safe equipment; maintenance of equipment; selection, training, and supervision of drivers and maintenance personnel; and administrative provisions in the field of pupil transportation.

# STANDARD

I. *Scope.* This standard establishes minimum requirements for a State highway safety program for pupil transportation safety; including the identification, operation, and maintenance of schoolbuses; training of personnel; and administration.

II. *Purpose.* The purpose of this standard is to reduce, to the greatest extent possible, the danger of death or injury to schoolchildren while they are being transported to and from school.

III. *Definitions.* "Type I school vehicle" means any motor vehicle with motive power, except a trailer, used to carry more than 16 pupils to and from school. This definition includes vehicles that are at any time used to carry schoolchildren and school personnel exclusively, and does not include vehicles that only carry schoolchildren along with other passengers as part of the operations of a common carrier.

\* "Type II school vehicle" means any motor vehicle used to carry 16 or less pupils to or from school. This does not include private motor vehicles used to carry members of the owner's household.

IV. *Requirements.* Each State, in cooperation with its school districts and its political subdivisions, shall have a comprehensive pupil transportation safety program to assure that school vehicles are operated and maintained so as to achieve the highest possible level of safety.

A. *Administration.* 1. There shall be a single State agency having primary administrative responsibility for pupil transportation, and employing at least one full-time professional to carry out its responsibilities for pupil transportation.

2. The responsible State agency shall develop an operating system for collecting and reporting information needed to improve the safety of

school vehicle operations, in accordance with Safety Program Standard No. 10, "Traffic Records," § 204.4.

B. *Identification and equipment of school vehicles.* Each State shall establish and maintain compliance with the following requirements for identification and equipment of school vehicles. The use of stop arms is at the option of the State.

1. Type I school vehicles shall:

a. Be identified with the words, "School Bus," printed in letters not less than 8 inches high, located between the warning signal lamps as high as possible without impairing visibility of the lettering from both front and rear, and have no other lettering on the front or rear of the vehicle;

b. Be painted National School Bus Glossy Yellow, in accordance with the colorimetric specification of Federal Standard No. 595a, Color 13432, except that the hood shall be either that color or lusterless black, matching Federal Standard No. 595a, Color 37038;

c. Have bumpers of glossy black, matching Federal Standard No. 595a, Color 37038; unless for increased night visibility, they are covered with a retroreflective material.

d. Be equipped with a system of signal lamps that conforms to the schoolbus requirements of Federal Motor Vehicle Safety Standard 108, 49 CFR 571.21; and

e. Have a system of mirrors that will give the seated driver a view of the roadway to each side of the bus, and of the area immediately in front of the front bumper, in accordance with the following procedure:

When a rod, 30 inches long, is placed upright on the ground at any point along a traverse line 1 foot forward of the forwardmost point of a schoolbus, and extending the width of the bus, at least 7 1/2 inches of the length of the rod shall be visible to the driver, either by direct view or by means of an indirect visibility system.

2. Type I school vehicles that are operated by a privately or publicly owned local transit system, and used for regular common carrier transit route service as well as special school route service, shall meet all of the requirements of this standard, except as follows:

a. Such vehicles need not be painted yellow and black as required by paragraphs 1(b) and 1(c) of this section.

b. In lieu of the requirements of paragraph 1(a) of this section, such vehicles shall, while

transporting children to and from school, be equipped with temporary signs, located conspicuously on the front and back of the vehicle. The sign on the front shall have the words "School Bus" printed in black letters not less than 6 inches high, on a background of national school bus glossy yellow, as specified in paragraph 1(b) of this section. The sign on the rear shall be at least 10 square feet in size and shall be painted national school bus glossy yellow, as specified in paragraph 1(b) of this section, and have the words "School Bus" printed in black letters not less than 8 inches high. Both the 6-inch and 8-inch letters shall be Series "D" as specified in the Standard Alphabets—Federal Highway Administration, 1966.

c. Where such vehicles are used only in places where use of warning signal lamps is prohibited, they need not be equipped with the signal lamps required by paragraph 1(d) of this section.

3. Any school vehicle meeting the identification requirements of 1.a-d above that is permanently converted for use wholly for purposes other than transporting pupils to or from school shall be painted a color other than National School Bus Glossy Yellow, and shall have the stop arms, and equipment required by section IV.B.1.d, removed.

4. Type I school vehicles being operated on a public highway, and transporting primarily passengers other than school pupils shall have the words, "School Bus," covered, removed, or otherwise concealed, and the stop arms and equipment required by section IV.B.1.d shall not be operable through the usual controls.

5. a. Type II school vehicles shall either:

(1) Comply with all the requirements for Type I school vehicles; or

(2) Be of a color other than National School Bus Glossy Yellow, have none of the equipment specified in IV.B.1.d, and not have the words, "School Bus," in any location on the exterior of the vehicle, or in any interior location visible to a motorist.

b. The State shall establish conditions under which one or the other of the above two specifications for Type II vehicles shall apply.

C. Operation. Each State shall establish and maintain compliance with the following require-

ments for operating school vehicles:

1. Personnel. a. Each State shall develop a plan for selecting, training, and supervising persons whose primary duties involve transporting school pupils, in order to assure that such persons will attain a high degree of competence in, and knowledge of, their duties.

b. Every person who drives a Type I or Type II school vehicle occupied by school pupils shall, as a minimum:

(1) Have a valid State driver's license to operate such a vehicle(s);

(2) Meet all special physical, mental, and moral requirements established by the State agency having primary responsibility for pupil transportation; and

(3) Be qualified as a driver under the Motor Carrier Safety Regulations of the Federal Highway Administration 49 CFR 391, if he or his employer is subject to those regulations.

2. Pupil instruction. At least twice during each school year, each pupil who is transported in a school vehicle shall be instructed in safe riding practices, and participate in emergency evacuation drills.

3. Vehicle operation. a. Each State shall develop plans for minimizing highway use hazards to school vehicle occupants, other highway users, pedestrians, and property, including but not limited to:

(1) Careful planning and annual review of routes for safety hazards;

(2) Planning routes to assure maximum use of buses, and avoid standees;

(3) Providing loading and unloading zones off the main traveled part of highways, wherever it is practicable to do so;

(4) Establishing restricted loading and unloading areas for schoolbuses at, or near schools;

(5) Requiring the driver of a vehicle meeting or overtaking a schoolbus that is stopped on a highway to take on or discharge pupils, and on which the red warning signals specified in IV.B.1.d are in operation, to stop his vehicle before it reaches the schoolbus and not proceed until the warning signals are deactivated; and

(6) Prohibiting, by legislation or regulation, operation of any vehicle displaying the words, "School Bus," unless it meets the equipment and identification requirements of this standard.

IMPERATIVE. See if Alaska requires it.

b. Use of flashing warning signal lamps while loading or unloading pupils shall be at the option of the State. Use of red warning signal lamps for any other purpose, and at any time other than when the school vehicle is stopped to load or discharge passengers shall be prohibited.

c. When vehicles are equipped with stop arms, such devices shall be operated only in conjunction with red signal lamps.

d. *Seating.* (1) Seating shall be provided that will permit each occupant to sit in a seat in a plan view lateral location, intended by the manufacturers to provide seating accommodation for a person at least as large as a 5th percentile adult female, as defined in 49 CFR 571.3.

(2) Bus routing and seating plans shall be coordinated so as to eliminate standees when a school vehicle is in motion.

(3) There shall be no auxiliary seating accommodations such as temporary or folding jump seats in school vehicles.

(4) Drivers of school vehicles equipped with lap belts shall be required to wear them whenever the vehicle is in motion.

(5) Passengers in Type II school vehicles equipped with lap belts shall be required to wear them whenever the vehicle is in motion.

D. *Vehicle maintenance.* Each State shall establish and maintain compliance with the following requirements for vehicle maintenance:

1. School vehicles shall be maintained in safe operating conditions through a systematic preventive maintenance program.

2. All school vehicles shall be inspected at least semiannually, in accordance with Highway Safety Program Manual Vol. 1, published by the Department of Transportation January 1969. School vehicles subject to the Motor Carrier Safety Regulations of the Federal Highway Administration shall be inspected and maintained in accordance with those regulations (49 CFR Parts 393 and 396).

3. School vehicle drivers shall be required to perform daily pretrip inspections of their vehicles, and to report promptly and in writing any defects or deficiencies discovered that may affect the safety of the vehicle's operation or result in its mechanical breakdown. Pretrip inspection and condition reports for school vehicles subject to the Motor Carrier Safety Regulations of the Federal Highway Administration shall be per-

formed in accordance with those regulations (49 CFR 392.7, 392.8, and 396.7).

V. *Program evaluation.* The pupil transportation safety program shall be evaluated at least annually by the State agency having primary administrative responsibility for pupil transportation. The National Highway Traffic Safety Administration shall be furnished a summary of each evaluation.

# Statistics



## School Transportation 1986 - 1987

State	Pupils Transported at Public Expense	Bus Ownership						Total Number of Buses	Total Miles of Service	Transportation Expenditures(\$) Including Capital Outlay
		District			Contractor					
		Type I	Type II	Total	Type I	Type II	Total			
Alabama	441,115	6,360	176	6,536	0	0	0	6,536	53,815,195	\$65,661,209
Alaska	41,576	107	5	112	454	86	540	652	5,805,000	23,131,279 <sup>c</sup>
Arizona <sup>a</sup>	205,251	370	3,085	3,455	67	0	67	3,522	32,961,729	50,189,410
Arkansas	264,474	N/A	N/A	N/A	N/A	N/A	N/A	4,179	38,262,000	48,635,662
California	1,094,367	10,969	2,586	13,555	3,447	3,314	6,761	20,316	277,969,108	649,325,896
Colorado	226,563	4,023	399	4,422	N/A	N/A	N/A	4,422	44,613,987	53,736,778
Connecticut	348,753	N/A	N/A	N/A	3,654	1,002	4,656	4,656	a	110,000,000
Delaware	83,683	339	30	369	898	41	939	1,308	16,427,596	27,742,101
Florida	759,388	4,042	300	8,342	649	0	649	8,991	123,150,130	226,361,097
Georgia	1,094,802	N/A	N/A	10,331	N/A	N/A	9	10,340	89,119,080	161,859,686
Hawaii	40,237	15	0	15	508	240	748	763	7,240,558	17,654,717
Idaho	122,400	1,476	10	1,486	528	10	538	2,084	20,665,380	25,651,630
Illinois	928,200	N/A	N/A	8,782	N/A	N/A	12,450	21,230	250,004,393	338,233,257
Indiana	681,491	7,307	160	7,467	2,484	N/A	2,484	9,951	65,796,194	186,240,690
Iowa	244,618	5,815	830	6,645	226	10	242	6,887	62,384,262	59,342,469
Kansas	162,633	558	3,452	4,010	N/A	N/A	1,261	5,271	41,671,097	51,550,057
Kentucky	454,501	7,164	472	7,636	174	11	183	7,819	78,831,900	97,033,965
Ky.iana	536,765	3,237	121	3,358	3,742	140	3,882	7,240	65,108,194	123,779,963
Maine	170,240	198	1,738	1,936	56	403	459	2,395	29,436,474 <sup>c</sup>	38,448,006
Maryland	447,399	2,478	14	2,492	2,597	47	2,644	5,136	79,450,533	113,379,689
Massachusetts	496,688	N/A	N/A	2,288	N/A	N/A	5,208	7,496	56,531,103	150,652,577 <sup>c</sup>
Michigan	781,874	N/A	N/A	13,464	N/A	N/A	100	13,580	128,520,000	250,000,000
Minnesota	854,347	3,859	787	4,646	4,560	995	5,555	10,210	116,473,000 <sup>c</sup>	171,611,076
Mississippi	361,580	N/A	N/A	5,200	2	0	2	5,202	41,322,249	55,439,819
Missouri	456,156	4,813	1,129	5,942	3,375	792	4,167	10,109	107,787,266	155,074,336
Montana	60,106	632	48	680	593	48	641	1,321	16,678,152 <sup>c</sup>	17,068,680
Nebraska	263,588	N/A	N/A	N/A	N/A	N/A	N/A	3,552	29,927,872	32,534,089
Nevada	60,478	139	827	966	0	0	0	966	13,513,522	26,125,864
New Hampshire	100,000	291	29	320	1,327	353	1,680	2,000	13,500,000	26,650,547 <sup>c</sup>
New Jersey	619,246	3,547	1,747	5,294	4,605	3,335	7,940	13,234	119,191,000	284,285,392 <sup>c</sup>
New Mexico	136,792	503	71	574	1,240	303	1,543	2,117	29,260,071 <sup>c</sup>	53,082,143
New York	1,917,619	11,539	3,663	15,202	N/A	N/A	12,000 <sup>b</sup>	27,202	300,000,000 <sup>b</sup>	906,259,719
North Carolina	686,089	13,153	0	13,153	0	0	0	13,153	118,429,680	118,538,141
North Dakota	49,619	1,231	168	1,399	448	61	509	1,908	25,676,000	24,343,508 <sup>c</sup>
Ohio	1,296,806	10,866	154	11,020	440	38	478	11,958	162,371,000	268,958,350 <sup>c</sup>
Oklahoma	298,862	6,701	87	6,788	N/A	N/A	N/A	6,788	58,139,408	66,395,099
Oregon	215,831	2,642	354	2,996	1,515	125	1,640	4,636	43,170,484 <sup>c</sup>	71,473,317
Pennsylvania	1,337,637	4,915	232	5,147	12,508	2,934	15,442	20,589	252,957,803	382,454,715
Rhode Island <sup>c</sup>	90,000	N/A	N/A	270	N/A	N/A	1,080	1,350	N/A	N/A
South Carolina	138,783	5,950	13	5,963	18	338	356	6,319	67,309,575	54,652,962
South Dakota	47,466	1,138	101	1,239	391	27	418	1,657	18,707,420	18,607,477
Tennessee	552,990	4,860	151	5,011	1,390	150	1,540	6,551	74,273,760	77,013,202
Texas	1,010,000	22,932	1,558	24,490	631	25	656	25,146	200,899,300	196,119,499
Utah	153,273	1,429	67	1,496	78	2	80	1,576	18,176,856	28,988,429
Vermont	71,567	567	50	1,117	477	126	603	1,846	11,531,429	16,657,688
Virginia	735,553	8,866	410	9,276	281	0	281	9,567	84,194,110	153,656,936
Washington	365,920	5,204	385	5,589	660	151	811	6,400	69,293,757	132,882,016
Washington DC	5,161	N/A	N/A	N/A	N/A	N/A	N/A	148	2,020,000	N/A
West Virginia	278,380	2,721	296	3,017	0	63	63	3,080	37,746,950	84,132,950
Wisconsin	469,413	N/A	N/A	1,971	N/A	N/A	5,112	7,083	73,508,025 <sup>c</sup>	120,252,435
Wyoming	42,203	1,183	327	1,510	32	14	46	1,556	15,145,940	26,208,211
<b>TOTAL</b>	<b>22,602,499</b>	<b>178,139</b>	<b>26,032</b>	<b>246,993</b>	<b>54,055</b>	<b>15,190</b>	<b>106,463</b>	<b>361,998</b>	<b>3,690,908,522</b>	<b>\$6,300,076,838</b>

SOURCE: The National Association of State Directors of Pupil Transportation Services and Bobit Publishing Research Department.

<sup>a</sup>) Does not tabulate mileage at state level; <sup>b</sup>) Estimates by NYDOT range from 45% to 55% of all school buses are contractor-owned; <sup>c</sup>) Previous year's data shown.

RECEIVED MAR 2 1989

P.O. Box 225  
Galena, Alaska 99741

February 25, 1989

Senator Pat Pourchot  
P.O. Box 7  
Juneau, Alaska 99811

Dear Senator Pourchot:

I am writing in support of House Bill 105, mandatory seatbelts. I have been involved in seatbelt education programs in the Galena School District since 1985 and feel a seatbelt use law will encourage more Alaskans to buckle up and thus save lives.

As Secretary and Regional Coordinator for the National Coalition For Seatbelts on School Buses, I support the installation of seatbelts on large Type I school buses. However, I feel that this issue should not be addressed in HB 105 because the issue is controversial and could damage the chances for passage of the bill.

Unfortunately, the language of the bill as amended in House Judiciary now excepts "passengers in a school bus" without making a distinction between passengers riding in Type II small school buses and vans where safety restraints are federally mandated and large Type I school buses where they are not.

There is no controversy surrounding the installation and use of seatbelts on small school buses. The issue was settled in 1977 by the National Highway Traffic Safety Administration (NHTSA) which issued Federal Motor Vehicle Safety Standard No. 222 which requires seatbelts on all school buses under 10,000 lbs. gross vehicle weight. School vans transporting less than 10 students cannot be certified as "school buses" by federal regulations and will be protected by HB 105. However, the approximately 1000 Alaskan school children who ride on approximately 100 Type II school vans daily will be discriminated against and denied the protection of the seatbelts already provided in their buses.

NHTSA continues to recommend seatbelt use by all children riding Type II school buses and vans as set forth in Standard 17. Jerry Tannahill, of NHTSA Occupant Protection, stated in a telephone conversation with me on February 17, 1989 that the Agency has not changed its position because of the Canadian Crash Tests in 1984. He said that the tests were limited in that they only addressed frontal crashes and did not consider side impacts and rollovers where belts would have been beneficial. He stressed that the Canadian tests should be viewed with caution.

There were problems with the Canadian Crash Tests other than those mentioned by NHTSA. Numerous rebuttals to the Canadian results have been written which address such points as:

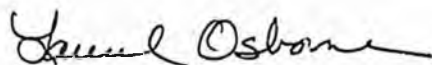
1. The use of extremely stiff backed dummies which did not accurately model human spinal flexibility.
2. Failure to adjust the seatbelts on belted dummies, resulting in the dummy sliding 10 inches on the seat before contacting the safety belt. A seatbelt must be snugly tightened against the body to be of benefit, particularly in a 30 mile per hour crash into a brick wall. The stiffness of the dummy coupled with the acceleration of the body into the seatbelt, may have helped contribute to the high head injury readings.
3. The six instrumented dummies used on each bus only had instrumentation on foreheads and chests--no other part of the body was monitored. Impacts received by the necks of unbelted dummies were not measured. Injuries occurring to unbelted dummies which were thrown into the aisles were not measured. Injuries sustained by an unbelted dummy sitting in the front seat of the school van, and which was thrown through the restraining barrier and landed upside down on top of the door opening mechanism were not measured.

I would be happy to provide you with rebuttals of the Canadian tests. No federal, state or local jurisdiction has either removed safety belts from school vans or recommended against their use because of the Canadian tests.

Clearly, the exemption of school children riding in Type II school buses is unwise, especially given this Legislature's commitment to the safety and well-being of Alaska's children.

School bus safety advocates would be satisfied with an amendment reading "except passengers in large Type I school buses weighing over 10,000 lbs." or similar wording to that effect. I sincerely hope that the Mandatory Seatbelt Law passes this year and I hope that with your support, those 1000 Alaskan school children riding Type II small school buses and vans will not be forgotten.

Sincerely,



Laurel Osborne, Chairman  
Galena School Bus Safety Committee  
Secretary, National Coalition For Seatbelts on School Buses

656-1805

servicing. The ceiling will have 1 1/2" fiberglass insulation and foam padding covered with transportation vinyl material to match the school bus seats. Above the entrance door and rear emergency exit will also be padded and covered with matching material.

#### ENTRANCE DOOR AND STEP

The front passenger door shall be hand-operated from the driver's position with a mechanical door control. The mechanism shall be adjustable for length. The door shall be adequately reinforced to accept the mechanism. The mechanism shall be bolted in place. A step has been added to create a three step entrance.

#### EMERGENCY DOOR

The chassis (van) provided rear door(s) is (are) modified for operation as an emergency door. The emergency door meets Federal Motor Vehicle Safety Standards for school buses.

#### ELECTRICAL

Circuits are protected by circuit breakers. All wiring is color-coded. There are two dome lights in the passenger compartment. The school bus warning light system switch is within easy reach of the driver.

#### SIDE WINDOWS

Eight (8) split sash windows are installed. The sash is lowered from the top by metal latches.

#### SEATS

Eight (8) seats, 26" minimum cushion width, are forward facing. \*Each passenger position is equipped with a seat belt. There is a minimum center aisle of 16 inches.

#### MIRRORS

The interior mirror is the chassis (van) manufacturer's standard interior mirror. The exterior mirrors are 6" x 9" below eye-line mirrors on left and right side. An 8" convex crossover mirror is mounted on the driver side.

#### SUNVISOR

Chassis (van) supplied.

#### WIPERS

Chassis (van) supplied. Two speed electric with washer.

#### WINDSHIELD

Chassis (van) supplied.

#### CHASSIS

Conversion available on GMC, Chevrolet, Ford and Dodge vans that meet federal school bus requirements.

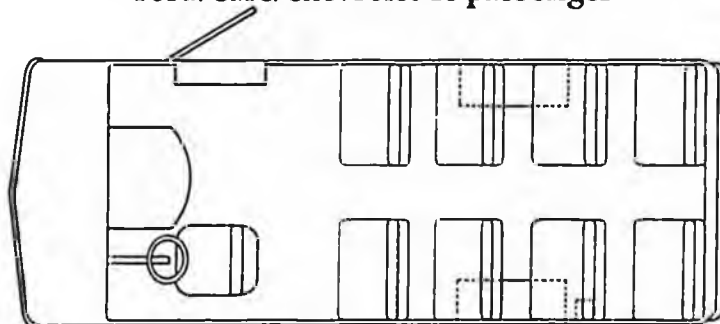
#### COLOR

Exterior is National School Bus yellow. Wheels and bumpers to be chassis (van) standard color, unless optional color is required. Chassis (van) areas around dash, inside doors and stepwell will be chassis (van) supplied color. Interior ceiling is tan. Seat frames are black.

#### MISCELLANEOUS

- Certificate holder is mounted in the drivers area.
- Roof signs mounted front and rear with warning lights. To be installed in a manner not to create leaks.
- Lettering meets state school bus requirements.
- Spare is optional (will be loaded loose).
- Driver seat is chassis (van) supplied.
- Heater is chassis (van) supplied.
- Safety equipment is optional:  
Must specify 10 unit or 16 unit—First aid kit.
- Super vans must be ordered for 18 or 20 passengers.

Ford/GMC/Chevrolet 16 passenger



**NATIONAL**  
COACH CORPORATION

Corporate Office: 130 W. Victoria, Gardena, California 90248. Phone (800) 682-4100 In California, (800) 682-3100  
Regional Offices: Boca Raton, Boston, Chicago, Dallas, Los Angeles, San Francisco, and Washington D.C.

In keeping with our policy of constant product refinement, we reserve the right to make product changes at any time without prior notice.



# The School Bus.

*The 16 passenger type II (type A) school bus meets federal D.O.T. requirements for buses with a GVWR of 10,000 pounds or less.*

## **BODY FRAME STRUCTURE**

1½" x 2" (16g.) formed angle will run longitudinal between the window frame and floor. The seat rail will be ½" x 1½" x 1½" formed steel angle running front to rear

just above the wheelhouse for seat frame attachment. A 1" x 2" rectangular tube will run vertically from the floor to the window post.

## **ROOF STRUCTURE**

Five (5), 1" x 2" (16g.) rectangular tube roof bows to tie in with the window frame structure. These are in addition to the existing chassis (van) roof support members. A certification of our testing is available upon request.

## **WINDOW FRAME**

A one piece structure using 1½" x 2" (16g.) rectangular tube as the header (top) and window post. The bottom and the front portions of the structure is a 1½" formed steel, 16 gauge channel. The rear vertical portion of the structure is a 1½" x 2½" formed steel L shaped 16 gauge channel. The windows will remove from the outside for repairs.

## **FLOOR**

The floor of the van shall be made level with ½" exterior grade plywood over the steel floor, also adding strength and insulation. In the underseat area, the floor is covered with black rubber covering having a minimum overall thickness of .125 inch (½"). In the aisle, the black rubber covering is non-skid, wear resistant and ribbed. The minimum overall thickness is .1875 inch (3/16"). A 1½" white nosing is installed in the floor at the entrance door.

## **INTERIOR FINISH**

The walls below the windows to the floor will be covered with embossed aluminum. The window post will be painted. The rear corners will be finished with padded panels from floor to ceiling that can be removed for rear light

**NATIONAL**  
COACH CORPORATION

SEATBUS.TXT

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

March 8, 1989

Elrita J. Magoffin  
Box 80322  
Fairbanks, Alaska 99708

Dear Elrita:

Thank you for bringing to me your concern about seatbelts in school buses, particularly those under 10,000 pounds.

As you know, HB 105 excludes passengers in all school buses from the mandatory seatbelt requirements. I personally agree with you that seatbelt use should be required on the type II buses, but unfortunately mine is not a majority view. Other members of the committees considering the bill and members of the administration feel strongly that the testing done to date on the crash performance of small school buses is inconclusive. Nobody wanted to be in the position of enacting something that might cause people harm rather than protect them from harm.

However, I was successful in the adoption of a statement of intent to accompany the bill. The statement provides that once the National Transportation Safety Board issues its report on the crash performance of small school buses, state law will be reviewed for changes necessary to conform Alaska law to the NTSB recommendations.

HB 105 is being heard by the Senate Transportation Committee tomorrow; it then goes to the Senate Finance Committee for their consideration. It is my hope that it will be to the Senate floor for a vote soon.

Keep up the good work!

Sincerely,

Senator Pat Pourchot  
Chairman

Feb. 28, 1989

Elrita J. Magoffin  
Box 80322  
Fairbanks, Alaska 99708

Sen. Pat Pourchot  
Transportation Committee  
P.O. Box V  
Juneau, Alaska 99811

Dear Senator Pourchot:

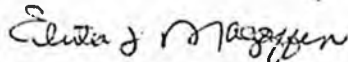
I understand that HB 105, The Mandatory Seat Belt Law, will now be routed through the Senate Transportation Committee and the Senate Finance Committee before coming to the House Floor. While I am in support of this bill, I have a serious concern about its present form.

There is a serious flaw in the ammendment to exempt all school buses. As you know, there are two types of school busses, the type I school bus that includes all busses over 10,000 pounds and the type II bus that includes all busses under 10,000 pounds. The type II (small busses) should definitely not be exempted. These busses have been equipped with belts since the new federal safety standard came into effect in 1977. In 1983 the National Transportation Safety Board sent a strong recommendation to the governors of all 50 states that passengers in small school busses and school vans be required to use available restraint systems whenever the vehicle is in motion. In this recommendation, they noted that because of the smaller and lighter construction of these vehicles, less crash protection is available and passengers and drivers must be required to wear the restraints. In the June 1985 report "Safety Belts In School Buses", the National Highway Traffic Safety Administration also encouraged all passengers in type II buses to wear their belts whenever the vehicle is in motion since these vehicles are similar to passenger cars. That agency stands by this recommendation to date.

If Alaska exempts small school busses in their mandatory seat belt law, it will be the only state in union to do so. It would be discriminatory to require children to buckle up in their family van (as required by Child Passenger Restraint Law) and not to buckle up in their very similar small school bus. There are approxiamately 100 small school busses in the state carrying about 1000 children. It also seems like there would be a liability problem considering the NHSTA recommendations.

When HB 105 comes to your committee, please carefully consider this exemption. I am confident that you will act in the best interest and safety of Alaska's school children.

Sincerely,

  
Elrita J. Magoffin

SB59JENS.TXT

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman  
Sen. Jan Faiks, Vice Chairman  
Sen. Al Adams  
Sen. Tim Kelly  
Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811  
907-465-3712

## Senate State Affairs Committee

March 22, 1989

Jeremy Downie  
108 Shuler Drive  
Sitka, Alaska 99835

Dear Jeremy:

Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill (SB 59) when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is currently under consideration by the Senate Finance Committee. I am hoping it will receive their approval soon, be approved by the full Senate, and be signed by the Governor into law this session.

Thanks again for sharing your views.

Sincerely,

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

Senator Pat Pourchot  
Chairman

PP/ss

108 Shuler Drive  
Siftka, AK. 99835  
March 2nd 1989

Alaska State Legislature  
P.O. Box V (ms 3100)  
Juneau, Alaska 99811

Dear Senator Pat Pomeroy:  
I am a Blatchley Junior  
High School student at  
Bethel.

I think you should  
pass the SB 59 mandatory  
seat belt bill. Many people  
die each year from car  
accident because they don't  
take the time to put their  
seat belt on. Some people  
don't care whether they  
die or not.  
Thank you for taking  
the time to read this  
sincerely  
Jeremy Downie

Jeremy Downie

ALASKA STATE LEGISLATURE

SEATNO.TXT

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



F.O. Box V  
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

May 11, 1989

Richard Payton  
672 Fairbanks Street  
Anchorage, Alaska 99501

Dear Richard:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

Clearly, mine was not the majority view. Debate on the Senate floor centered around personal choice, the difficulty of enforcing the proposed law, the implications of being punitive rather than focusing our efforts on education, and the impact of the law on rural areas of the state that have few roads and even fewer vehicles.

However, I am certain that the issue of mandatory seatbelts will be back before us next year. Study after study shows that seatbelt use saves lives and reduces injuries, and that having a seatbelt law on the books results in increased seatbelt use. I will therefore continue to be a "yes" vote on this issue.

Sincerely,

A handwritten signature in cursive script that reads "Pat".

Senator Pat Pourchot  
Chairman

PP/ss

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

May 11, 1989

Kathryn Gerlek  
816 Colwell Street  
Anchorage, Alaska 99501

Dear Kathryn:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

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Sincerely,

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Senator Pat Pourchot  
Chairman

PP/ss

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Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

May 11, 1989

John Pratt  
1557 Sunrise Drive  
Anchorage, Alaska 99508

Dear John:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

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Sincerely,

A handwritten signature in cursive script that reads "Pat".

Senator Pat Pourchot  
Chairman

PP/ss

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

May 11, 1989

Tammi Lindsey  
1300 W. 7th Avenue, #407  
Anchorage, Alaska 99501

Dear Tammi:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

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Sincerely,

A handwritten signature in dark ink, appearing to read "Pat", written over the word "Sincerely,".

Senator Pat Pourchot  
Chairman

PP/ss

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

May 11, 1989

Anne VerHoef  
1675 Sitka Street, #303  
Anchorage, Alaska 99501

Dear Anne:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

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Sincerely,

A handwritten signature in dark ink, appearing to be "Pat Pourchot".

Senator Pat Pourchot  
Chairman

PP/ss

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

May 11, 1989

Dana Stewart  
P. O. Box 112456  
Anchorage, Alaska 99511

Dear Dana:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

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Sincerely,

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Senator Pat Pourchot  
Chairman

PP/ss

# ALASKA STATE LEGISLATURE

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Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

May 11, 1989

Gary Miller  
602 North Hoyt  
Anchorage, Alaska 99508

Dear Gary:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

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Sincerely,

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Senator Pat Pourchot  
Chairman

PP/ss

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

May 11, 1989

Jeffrey Mayhook  
1610 West 14th  
Anchorage, Alaska 99501

Dear Jeffrey:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

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Sincerely,

A handwritten signature in dark ink, appearing to be "Pat", written over a faint circular stamp.

Senator Pat Pourchot  
Chairman

PP/ss

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

May 11, 1989

Edwina Klemm  
1640 Eastridge Drive  
Anchorage, Alaska 99501

Dear Edwina:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

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Sincerely,

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Senator Pat Pourchot  
Chairman

PP/ss

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

May 11, 1989

Robert Willet  
PO Box 241341  
Anchorage, Alaska 99524

Dear Robert:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

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Sincerely,

A handwritten signature in cursive script that reads "Pat".

Senator Pat Pourchot  
Chairman

PP/ss

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

May 11, 1989

Carol Jensen  
8451 Greenhill Way  
Anchorage, Alaska 99502

Dear Carol:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

Clearly, mine was not the majority view. Debate on the Senate floor centered around personal choice, the difficulty of enforcing the proposed law, the implications of being punitive rather than focusing our efforts on education, and the impact of the law on rural areas of the state that have few roads and even fewer vehicles.

However, I am certain that the issue of mandatory seatbelts will be back before us next year. Study after study shows that seatbelt use saves lives and reduces injuries, and that having a seatbelt law on the books results in increased seatbelt use. I will therefore continue to be a "yes" vote on this issue.

Sincerely,

A handwritten signature in cursive script that reads "Pat".

Senator Pat Pourchot  
Chairman

PP/ss

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

May 11, 1989

Mark Beltz  
343 West 12th Avenue  
Anchorage, Alaska

Dear Mark:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

Clearly, mine was not the majority view. Debate on the Senate floor centered around personal choice, the difficulty of enforcing the proposed law, the implications of being punitive rather than focusing our efforts on education, and the impact of the law on rural areas of the state that have few roads and even fewer vehicles.

However, I am certain that the issue of mandatory seatbelts will be back before us next year. Study after study shows that seatbelt use saves lives and reduces injuries, and that having a seatbelt law on the books results in increased seatbelt use. I will therefore continue to be a "yes" vote on this issue.

Sincerely,

A handwritten signature in cursive script, appearing to read "Pat", written in dark ink.

Senator Pat Pourchot  
Chairman

PP/ss

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

May 11, 1989

Esther Kaloa  
1561 Nelchina  
Anchorage, Alaska 99501

Dear Esther:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

Clearly, mine was not the majority view. Debate on the Senate floor centered around personal choice, the difficulty of enforcing the proposed law, the implications of being punitive rather than focusing our efforts on education, and the impact of the law on rural areas of the state that have few roads and even fewer vehicles.

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Sincerely,

A handwritten signature in dark ink, appearing to be "Pat", written over a faint circular stamp.

Senator Pat Pourchot  
Chairman

PP/ss

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

May 11, 1989

Marjorie Farber  
3958 Reka Drive, 2-A  
Anchorage, Alaska 99508

Dear Marj:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

Clearly, mine was not the majority view. Debate on the Senate floor centered around personal choice, the difficulty of enforcing the proposed law, the implications of being punitive rather than focusing our efforts on education, and the impact of the law on rural areas of the state that have few roads and even fewer vehicles.

However, I am certain that the issue of mandatory seatbelts will be back before us next year. Study after study shows that seatbelt use saves lives and reduces injuries, and that having a seatbelt law on the books results in increased seatbelt use. I will therefore continue to be a "yes" vote on this issue.

Sincerely,

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

Senator Pat Pourchot  
Chairman

PP/ss

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

May 11, 1989

Donald Dippe  
2841 DeBarr Road, #35  
Anchorage, Alaska 99508

Dear Donald:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

Clearly, mine was not the majority view. Debate on the Senate floor centered around personal choice, the difficulty of enforcing the proposed law, the implications of being punitive rather than focusing our efforts on education, and the impact of the law on rural areas of the state that have few roads and even fewer vehicles.

However, I am certain that the issue of mandatory seatbelts will be back before us next year. Study after study shows that seatbelt use saves lives and reduces injuries, and that having a seatbelt law on the books results in increased seatbelt use. I will therefore continue to be a "yes" vote on this issue.

Sincerely,

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

Senator Pat Pourchot  
Chairman

PP/ss

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

May 11, 1989

Richard Payton  
672 Fairbanks Street  
Anchorage, Alaska 99501

Dear Richard:

Knowing of your interest in SB 59/HB 105, which would require the use of seatbelts in motor vehicles, I am writing to give you a final status report on the bill.

HB 105, which received the approval of the House back in February, was defeated on the Senate floor on Tuesday by a vote of 11-9. I voted for the bill, convinced that the health and safety benefits of seatbelt use outweigh the personal liberties arguments against mandating their use.

Clearly, mine was not the majority view. Debate on the Senate floor centered around personal choice, the difficulty of enforcing the proposed law, the implications of being punitive rather than focusing our efforts on education, and the impact of the law on rural areas of the state that have few roads and even fewer vehicles.

However, I am certain that the issue of mandatory seatbelts will be back before us next year. Study after study shows that seatbelt use saves lives and reduces injuries, and that having a seatbelt law on the books results in increased seatbelt use. I will therefore continue to be a "yes" vote on this issue.

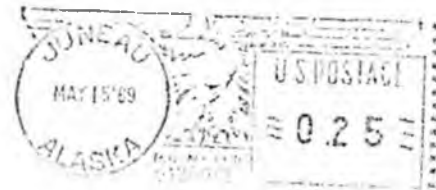
Sincerely,

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

Senator Pat Pourchot  
Chairman

F2/ss

Alaska State Legislature  
Senate Committee on  
State Affairs  
P.O. Box V  
Juneau, Alaska 99811



Richard Payton  
672 Fairbanks St.  
Anchorage, AK 99501

PAY TO ORDER OF  
NO SUCH # UNCLAIMED UNKNOWN  
REFUSED NO MAIL RECEIPT  
VACANT ORDER EXPIRED  
INSUFFICIENT ADDRESS  
INITIAL  RT # 163

SB 59 opp. TKT

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

April 7, 1989

✓ Donald W. Dippe  
✓ 2841 DeBarr Road, #35  
Anchorage, Alaska 99508

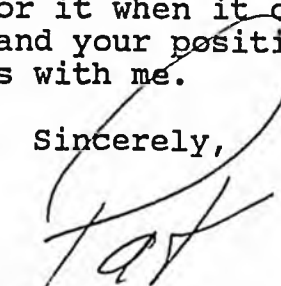
Dear Donald:

Thank you for contacting me to express your views on HB 105, which would require the use of seatbelts in motor vehicles.

I recognize that there are strong personal liberties arguments to be made on this issue. However, in my opinion, the health and safety considerations provide stronger arguments. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is currently under consideration by the Senate Finance Committee. I supported the bill in State Affairs Committee and intend to vote for it when it comes to the Senate floor. I do, however, understand your position and thank you again for sharing your concerns with me.

Sincerely,

  
Senator Pat Pourchot  
Chairman

PUBLIC OPINION MESSAGE

~~SECRET~~  
SBS90PP.TAT

DEAR: SENATOR POURCHOT

NAME: DONALD W. DIPPE  
TITLE:  
ADDRESS: 2841 DEBARR ROAD #35  
CITY: ANCHORAGE  
PHONE: 264-1405

ZIP: 99508

BILL NO: HB 105

SUBJECT: MANDATORY SEATBELTS

MESSAGE: PLEASE VOTE AGAINST PASSAGE OF THIS BILL. SUPPORT DRIVER EDUCATION IN THE WEARING OF SEATBELTS AND MAKE THEM COMPULSARY FOR STUDENTS IN BUSES AND DRIVERS OF PUBLIC TRANSPORTATION.

POMID: 03144428

DATE: 04/04/89

TIME: 14:44:28

LIONAME: ANCHORAGE LIO

RECEIVED APR 5 1989  
SA  
D-12

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BARNES

BOYER

CATO

COTTEN

DAVIS, C.

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FOSTER

GOLL

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HOFFMAN

JACKO

LARSON

MACLEAN

MENARD

NAVARRE

PHILLIPS

SHARP

SPOHNHOLZ

TAYLOR

WALLIS

BOUCHER

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COLLINS

DAVIDSON

DAVIS, M.

ELLIS

FURNACE

GRUENBERG

HANLEY

HUDSON

KOPONEN

LEMAN

MARTIN

MILLER

PETTYJOHN

RIEGER

SHULTZ

SWACKHAMMER

ULNER

ZAWACKI

ADAMS

BINKLEY

COGHILL

DUNCAN

ELIASON

FAHRENKAMP

FAIKS

FISCHER

FRANK

HALFORD

JONES

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UEHLING

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# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

March 8, 1989

✓ Marjorie C. Farber  
✓ 3958 Reka Drive, 2-A  
Anchorage, Alaska 99508

Dear Marjorie:

Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is scheduled for a hearing tomorrow in the Senate Transportation Committee. From there it will go to the Senate Finance Committee. I am hoping that the committees will take quick action on the bill and that it will be signed into law this session.

Thanks again for sharing your views.

Sincerely,

Senator Pat Pourchot  
Chairman

PP/ss

*Thank for  
your work  
for our condo  
association*

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

NAME: MARJORIE C FARBER  
TITLE:  
ADDRESS: 3958 REKA DR, 2-A  
CITY: ANCHORAGE  
PHONE: 333-2430

ZIP: 99508

BILL NO:  
SUBJECT: HB 105  
MESSAGE: I BELIEVE IT IS A LIFE SAVING DEVICE AND SHOULD BE MADE MANITORY FOR ALL PERSONS IN A VEHICLE.

RECEIVED MAR 6 1989

SA-D

POMID: 03142418  
DATE: 03/04/89  
TIME: 14:24:18  
LIONAME: ANCHORAGE LIO

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BARNES  
BOYER  
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COTTEN  
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DONLEY  
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GRUSSENDORF  
HOFFMAN  
JACKO  
LARSON  
MACLEAN  
MENARD  
NAVARRE  
PHILLIPS  
SHARP  
SPOHNHOLZ  
TAYLOR  
WALLIS

BOUCHER  
BROWN  
COLLINS  
DAVIDSON  
DAVIS, M.  
ELLIS  
FURNACE  
GRUENBERG  
HANLEY  
HUDSON  
KOPONEN  
LEMAN  
MARTIN  
MILLER  
PETTYJOHN  
RIEGER  
SHULTZ  
SWACKHAMMER  
ULMER  
ZAWACKI

ADAMS  
BINKLEY  
COGHILL  
DUNCAN  
ELIASON  
FAHRENKAMP  
FAIKS  
FISCHER  
FRANK  
HALFORD  
JONES  
KELLY  
KERTTULA  
PEARCE  
RODEY  
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# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

March 13, 1989

✓ Esther O. Kaloa  
1561 Nelchina  
Anchorage, Alaska 99501

Dear Esther:

Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is currently under consideration by the Senate Transportation Committee. From there it will go to the Senate Finance Committee. I am hoping that the committees will take quick action on the bill and that it will be signed into law this session.

Thanks again for sharing your views.

Sincerely,

A handwritten signature in dark ink, appearing to be "Pat", written over a circular stamp or mark.

Senator Pat Pourchot  
Chairman

PP/ss

SBS9Jens.txt

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

NAME: ESTHER O. KALOA  
TITLE:  
ADDRESS: 1561 NELCHINA  
CITY: ANCHORAGE  
PHONE: 274-5395  
BILL NO: HB 105  
SUBJECT:  
MESSAGE: I WOULD LIKE YOUR SUPPORT CSHB 105.

ZIP: 99501

D-12  
SA

POMID: 03131731  
DATE: 03/10/89  
TIME: 13:17:31  
LIONAME: ANCHORAGE LIO

COPIES: SENATORS

RECEIVED MAR 10 1989

- ADAMS
- BINKLEY
- COGHILL
- DUNCAN
- ELIASON
- FAHRENKAMP
- FAIKS
- FISCHER
- FRANK
- HALFORD
- JONES
- KELLY
- KERTTULA
- PEARCE
- RODEY
- STURGULEWSKI
- SZYMAŃSKI
- UEHLING
- ZHAROFF

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# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

April 3, 1989

✓ Mark Beltz  
343 West 12th Avenue  
Anchorage, Alaska

Dear Mark:

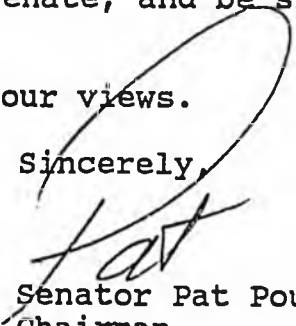
Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill (SB 59) when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is currently under consideration by the Senate Finance Committee. I am hoping it will receive their approval soon, be approved by the full Senate, and be signed by the Governor into law this session.

Thanks again for sharing your views.

Sincerely,

  
Senator Pat Pourchot  
Chairman

PP/ss

SB59JENS.TXT

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

NAME: MARK ALBERT BELTZ

TITLE:

ADDRESS: 343 WEST 12TH AVE

CITY: ANCHORAGE

ZIP: 99501

PHONE: 272-5363

BILL NO: HB 105

SUBJECT: MANDATORY SEATBELTS

MESSAGE: GET THIS PASSED AND MAKE IT A LAW QUICKLY. LET'S GET THIS SIGNED AND PUT INTO LAW BY THE GOVERNOR.

POMID: 03151628

DATE: 03/29/89

TIME: 15:16:28

RECEIVED MAR 30 1989

LIONAME: ANCHORAGE LIO

D-12  
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- JONES
- KELLY
- KERTTULA
- PEARCE
- RODEY
- STURGULEWSKI
- SZYMANSKI
- UEHLING
- ZHAROFF

SBS9 JENS.  
TXT

# ALASKA STATE LEGISLATURE



Sen. Pat Pourchot, Chairman  
Sen. Jan Faiks, Vice Chairman  
Sen. Al Adams  
Sen. Tim Kelly  
Sen. Rick Uehling

P.O. Box V  
Juneau, AK 99811  
907-465-3712

## Senate State Affairs Committee

February 13, 1989

Carol A. Jensen  
8451 Greenhill Way  
Anchorage, Alaska 99502

Dear Carol:

Thank you for contacting me to express your views on SB 59, which would require the use of seatbelts in motor vehicles.

As you may have heard, SB 59 moved out of the Senate State Affairs Committee earlier this week, and is now being considered by the Transportation Committee. I supported the bill in State Affairs Committee and intend to vote for it when it comes to the Senate floor.

I recognize that there are strong personal liberties arguments to be made on this issue. However, in my opinion, the health and safety considerations provide stronger arguments. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

I would point out that despite what may have been reported by the Alaska news media recently, barring a change in federal law all passenger vehicles manufactured after September 1, 1989 will be equipped with passive restraint systems (either air bags or automatic seatbelts). It is evident that the auto industry began its mandatory seatbelt work in an effort to avoid airbags. However, at this point it is clear that the terms of the federal law that allowed mandatory seatbelt laws in lieu of airbags will not be met. I would also point out that while airbags are fairly effective in head-on collisions, their effectiveness, particularly in other types of collisions, is greatly enhanced if a seatbelt is being worn.

Carol, thanks again for sharing your views.

Sincerely,

A handwritten signature in dark ink, appearing to read "Pat".

Senator Pat Pourchot  
Chairman

*Letter Pat Pouchot*

Carol A. Jensen  
8451 Greenhill Way  
Anchorage, Alaska 99502  
(907) 344-7078

February 6, 1989

TO: Senate State Affairs Committee; Transportation Committee

RE: SB 59 - Mandatory Seat Belt Law

I had been opposed to the above bill on the grounds that I felt it was an outrageous infringement on personal rights and because it is for the most part unenforceable. Even though I always wear my seat belt, I think the government is overstepping its bounds into the privacy of the individual when they try to make them strap themselves in.

After reading the article in the January 21 edition of the Anchorage Daily News regarding the lobbying money and efforts of the auto industry to get this legislation passed, I am even more opposed. I do not want to see the air bag requirement lifted in Alaska. I firmly believe air bags are much better than seat belts because 1) they inflate on impact, thereby eliminating the dependence on a human to activate them, and 2) they are more efficient in preventing serious injury. I have known several people personally and heard of a great many more who were more seriously injured in an accident because they were wearing a seat belt.

I can't understand Sen. Sturgulewski's claim that she doesn't "see the hidden motives or undue influence" by the auto companies in the campaign to get this legislation on the books. The strongest lobbyist (AK Safety Belt Use Coalition) admits their money is coming directly from the auto industry; some of the other individuals and groups pushing for the bill are also paid by auto companies or related businesses. It is well known that the auto industry is opposed to putting air bags in vehicles and has been spending a great deal of money to lobby states to pass mandatory seat belt laws.

Please do what you can to stop this legislation and save lives by allowing the air bags to be mandatory in vehicles in Alaska.

Thank you for your time and consideration.

Sincerely,

*Carol Jensen*  
Carol Jensen

## ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

February 15, 1989

✓ Robert Willet  
P. O. Box 241341  
Anchorage, Alaska 99524

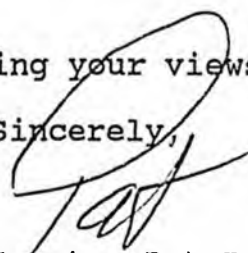
Dear Robert:

Thank you for contacting me to express your views on SB 59, which would require the use of seatbelts in motor vehicles.

I recognize that there are strong personal liberties arguments to be made on this issue. However, in my opinion, the health and safety considerations provide stronger arguments. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use. Therefore, I supported the bill in State Affairs Committee and intend to vote for it when it comes to the Senate floor.

Robert, I do appreciate you sharing your views.

Sincerely,



Senator Pat Pourchot  
Chairman

PP/ss

PUBLIC OPINION MESSAGE

DEAR: SENATOR POLRCHOT

NAME: ROBERT WILLET

TITLE:

ADDRESS: PO BOX 241341

CITY: ANCHORAGE

ZIP: 99524

PHONE: 274-2905

BILL NO:

SUBJECT: SEAT BELT PROPOSALS

MESSAGE: I HAVE A PROBLEM WITH THIS BECAUSE GOVERNMENT IS TRYING TO TAKE AWAY OUR FREEDOM OF CHOICE. THE BILL HAS WORDING IN IT WHICH WOULD PENALIZE DRIVERS WHO ARE NOT BUCKLED UP (BY WAY OF FINES.) THE BILL DOES NOT INCLUDE INSURANCE LIABILITY BREAKS IN DIRECT PROPORTION TO THE NUMBER OF TRAFFIC DEATHS AND INJURIES AND THUS, THE BILL IS BIASED AND UNFAIR. FURTHER CONSIDERATION ON THIS MATTER WOULD BE APPROPRIATE SO PEOPLE WOULD GET A BENEFIT FROM THIS LAW.

POMID: 03100327

DATE: 02/13/89

TIME: 10:03:27

LIONAME: ANCHORAGE LIO

COPIES: REPRESENTATIVES SENATOR

ELLIS  
BROWN

UEHLING

*D-12?  
not registered.*

SBS9 Jems.txt

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

March 28, 1989

Edwina Klemm  
✓ 1640 Eastridge Drive  
✓ Anchorage, Alaska 99501

Dear Edwina:

Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill (SB 59) when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is currently under consideration by the Senate Finance Committee. I am hoping it will receive their approval soon, be approved by the full Senate, and be signed by the Governor into law this session.

Thanks again for sharing your views.

Sincerely,

Senator Pat Pourchot  
Chairman

PP/ss

SB59Jens.tx

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

*Eastridge Drive*

NAME: EDWINA KLEMM

TITLE:

ADDRESS: 1640 EAST RIDEGE DRIVE

CITY: ANCHORAGE

ZIP: 99501

PHONE: 272-4274

BILL NO: HB 105

SUBJECT: MANDATORY SEATBELTS

MESSAGE: URGE YOU TO VOTE IN FAVOR OF HB 105, MANDATORY SEATBELT USE.

*D-12  
SA-F4I*

POMID: 03112136

DATE: 03/27/89

TIME: 11:21:36

LIONAME: ANCHORAGE LIO

COPIES: SENATORS

- ADAMS
- BINKLEY
- COGHILL
- DUNCAN
- ELIASON
- FAHRENKAMP
- FAIKS
- FISCHER
- FRANK
- HALFORD
- JONES
- KELLY
- KERTTULA
- PEARCE
- RODEY
- STURGULEWSKI
- SZYMANSKI
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RECEIVED MAR 28 1989

## ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

March 22, 1989

Jeffrey Mayhook  
1610 West 14th  
Anchorage, Alaska 99501

Dear Jeffrey:

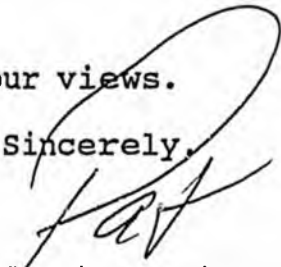
Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill (SB 59) when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is currently under consideration by the Senate Finance Committee. I am hoping it will receive their approval soon, be approved by the full Senate, and be signed by the Governor into law this session.

Thanks again for sharing your views.

Sincerely,

  
Senator Pat Pourchot  
Chairman

PP/ss

SBS9 JENS.TXT

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

NAME: JEFFREY MAYHOOK  
TITLE:  
ADDRESS: 1610 W. 14TH  
CITY: ANCHORAGE  
PHONE: 279-5528  
BILL NO: HB 105  
SUBJECT: MANDATORY SEATBELTS  
MESSAGE: PLEASE VOTE IN FAVOR OF HB 105 THAT WILL BE BEFORE THE SENATE SOON.

ZIP: 99501

D-12  
SA?

POMID: 03090919  
DATE: 03/20/89  
TIME: 09:09:19  
LIONAME: ANCHORAGE LIO

COPIES: SENATOR

UEHLING

RECEIVED MAR 20 1989  
No 3/22

Sen Transp - changed insurance  
provision to something dept should  
look at rather than do.

Sen Fin - debating rural exemption

SB59JENS.TXT

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

March 8, 1989

Gary Miller  
602 North Hoyt  
Anchorage, Alaska 99508

Dear Gary:

Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is scheduled for a hearing tomorrow in the Senate Transportation Committee. From there it will go to the Senate Finance Committee. I am hoping that the committees will take quick action on the bill and that it will be signed into law this session.

Thanks again for sharing your views.

Sincerely,

*Pat*  
Senator Pat Pourchot  
Chairman

*Days (Sun)  
Hope all is  
going well.  
Pat*

PP/ss

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

NAME: GARY MILLER  
TITLE:  
ADDRESS: 602 NORTH HOYT  
CITY: ANCHORAGE  
PHONE: 277-0032

ZIP: 99508

BILL NO: HB 105

SUBJECT: MANDATORY SEATBELTS

MESSAGE: PLEASE, PLEASE, PLEASE LET'S HAVE A SEATBELT LAW IN ALASKA. EVERY TIME I USE MY SEATBELT, I FEEL ALOT SAFER. WHEN OTHERS DON'T, IT IS VERY SCARY. IT WILL ALSO SAVE ALL ALASKANS MONEY ON INSURANCE. IF YOU TRULY CARE ABOUT SAVING LIVFS, VOTE FOR HB 105.

SA-D13

POMID: 03120454  
DATE: 03/06/89  
TIME: 12:04:54  
LIONAME: ANCHORAGE LIO

COPIES: SENATORS

ADAMS  
BINKLEY  
COGHILL  
DUNCAN  
ELIASON  
FAHRENKAMP  
FAIKS  
FISCHER  
FRANK  
HALFORD  
JONES  
KELLY  
KERTTULA  
PEARCE  
RODEY  
STURGULEWSKI  
SZYMANSKI  
UEHLING  
ZHAROFF

Melissa 3/8

- Sen Transp 3/9

- H. has insurance provision -  
concern might be unreasonable

- limitation on fine for child  
safety seat

Sen. - allow  
mail in ball  
for both

ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

Senate State Affairs Committee

April 7, 1989

✓ Dana Stewart  
P. O. Box 112456  
Anchorage, Alaska 99511

Dear Dana:

Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill (SB 59) when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is currently under consideration by the Senate Finance Committee. I am hoping it will receive their approval soon, be approved by the full Senate, and be signed by the Governor into law this session.

Thanks again for sharing your views.

Sincerely,

Senator Pat Pourchot  
Chairman

PP/ss

SB59 Jens.TXT

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

NAME: DANA STEWART  
TITLE:  
ADDRESS: P.O. BOX 112456  
CITY: ANCHORAGE ZIP: 99511  
PHONE: 345-6398  
BILL NO: HB 105  
SUBJECT: MANDATORY SEATBELTS  
MESSAGE: I AM IN FAVOR OF THE SEATBELT LAW.

POMID: 03153528  
DATE: 04/04/89  
TIME: 15:35:28  
LIONAME: ANCHORAGE LIO

RECEIVED APR 5 1989

COPIES: SENATORS

SA-FYI

- ADAMS
- BINKLEY
- COGHILL
- DUNCAN
- ELIASON
- FAHRENKAMP
- FAIKS
- FISCHER
- FRANK
- HALFORD
- JONES
- KELLY
- KERTTULA
- PEARCE
- RODEY
- STURGULEWSKI
- SZYMANSKI
- UEHLING
- ZHAROFF

# ALASKA STATE LEGISLATURE

Sen. Pat Pourchot, Chairman

Sen. Jan Faiks, Vice Chairman

Sen. Al Adams

Sen. Tim Kelly

Sen. Rick Uehling



P.O. Box V  
Juneau, AK 99811

907-465-3712

## Senate State Affairs Committee

March 28, 1989

✓ Anne VerHoef  
1675 Sitka Street, #303  
Anchorage, Alaska 99501

Dear Anne:

Thank you for contacting me to express your support for HB 105, which would require the use of seatbelts in motor vehicles.

I supported the Senate companion bill (SB 59) when it was before the State Affairs Committee and intend to vote for HB 105 when it comes to the Senate floor. Study after study shows that seatbelt use saves lives, reduces injuries, and decreases health care costs, and that having a mandatory seatbelt law on the books results in significantly increased seatbelt use.

HB 105 is currently under consideration by the Senate Finance Committee. I am hoping it will receive their approval soon, be approved by the full Senate, and be signed by the Governor into law this session.

Thanks again for sharing your views.

Sincerely,

Senator Pat Pourchot  
Chairman

PP/ss

SBS9JENS.TXT

PUBLIC OPINION MESSAGE

DEAR: SENATOR POURCHOT

NAME: ANNE VER HOEF  
TITLE:  
ADDRESS: 1675 SITKA STREET, #303  
CITY: ANCHORAGE ZIP: 99501  
PHONE: 278-4152  
BILL NO: HB 105  
SUBJECT: MANDATORY SEATBELTS  
MESSAGE: I SUPPORT THE SAFETY BELT USE LAW.

POMID: 03120959  
DATE: 03/22/89  
TIME: 12:09:59  
LOCATION: ANCHORAGE LIO

RECEIVED MAR 22 1989

COPIES: SENATORS

ADAMS  
BINKLEY  
COGILL  
DUNCAN  
ELIASON  
FAHRENKAMP  
FAIKS  
FISCHER  
FRANK  
HALFORD  
JONES  
KELLY  
KERTTULA  
PEARCE  
RODEY  
STURGULEWSKI  
SZYHANSKI  
UEHLING  
ZHAROFF

D-12  
SA

**S B**

**65**

SENATE STATE AFFAIRS COMMITTEE

BILL NUMBER SB 65

SPONSOR Malford

BILL TITLE Relating to motor vehicle license  
plates for veterans.

DATE REFERRED 1-9-89

HEARING SCHEDULED 2-15-89

FISCAL NOTE PREPARED

SPONSOR CONTACTED Teresa 4958

INTERESTED PARTIES CONTACTED

✓ Bill Brown, DMV 4335  
✓ Jeff Morrison, DMVA 4600

OTHER

# ALASKA STATE LEGISLATURE

Anchorage Office:  
3111 C St., Suite 530  
Anchorage, AK 99503  
907-561-7616



While in Juneau:  
P.O. Box V  
Juneau, AK 99811  
907-465-4958

Senator Rick Halford

## MEMORANDUM

To: Senator Pat Pourchot, Chairman  
State Affairs Committee

From: Senator Rick Halford *Rick*

Date: February 12, 1989

---

Thank you for your prompt scheduling of Senate Bill 65, "An Act relating to vehicle license plates for veterans."

This bill allows veterans and retired veterans the opportunity to display distinctive license plates on their motor vehicles. It is a way in which the State of Alaska can honor veterans for the service they have given to our country.

Current law allows members of the Alaska National Guard the opportunity to request special plates. Senate Bill 65 extends that opportunity to individuals who are veterans or retired veterans of the armed forces of the United States.

I understand that the House Transportation Committee added a \$10 fee to a similar house bill in order to make the program pay for itself. This seems like a reasonable request in light of the state's declining revenues.

I urge your favorable consideration of this legislation.

SB 57. An Act relating to license plates for the organized militia and creating a militia support fund.

SB 57 would establish the Commander's Support Fund within the Department of Military and Veterans' Affairs. The fund would be used to promote the morale, welfare, and recreational activities of members of the organized Alaska militia. The fund would consist of private contributions and legislative appropriations.

SB 57 contains intent language that the legislature appropriate to the Commander's Fund the proceeds from the sale of special militia license plates. Under current statute, these plates are available to members of the Alaska National Guard at a cost of \$30. To enhance license revenues, SB 57 would establish an additional \$10 annual registration fee for the militia plate and authorize its issuance to the Alaska Naval Militia and Alaska State Militia. The department would separately account for \$20 of the \$30 purchase cost of the plates in anticipation that these funds, along with the \$10 surcharge, would be appropriated to the Commander's Fund.

Although the authorization to issue special National Guard plates has been on the books since 1986, none have been issued.

SB 65. An Act relating to motor vehicle license plates for veterans.

SB 65 would require the Department of Public Safety to design and issue special license plates for veterans. There would be no special fee for the plate; annual registration fees would be as per current statute (\$35 for a car, \$40 for a truck, etc.).

In addition to "vanity" plates (\$30 once, plus annual fee), current statute provides for special license plates for Pearl Harbor survivors and former prisoners of war (\$0), members of the Alaska National Guard (\$30 once, plus annual fee), disabled veterans and other handicapped persons (\$0), motor vehicle dealers (\$45 annually), elected state officials (\$0), historic vehicles (\$10 once), consular officers of foreign governments (\$35 annually), amateur mobile radio station vehicles (\$0, plus annual fee), ranchers and farmers (\$35 annually), and Winter Olympics commemoration (\$70 once, plus annual fee). (SB 117 would add special University plates (\$50 once, plus annual fee).

BY HALFORD, FAIKS,  
STURGULEWSKI, KELLY,  
COGHILL AND FRANK

1 IN THE SENATE

2 SENATE BILL NO. 65

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to motor vehicle license plates for  
7 veterans."

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

9 \* Section 1. AS 28.10.181 is amended by adding a new subsection to  
10 read:

11 (o) Vehicles owned by veterans. The department, upon receipt of  
12 written proof, shall issue special registration plates for one noncom-  
13 mercial motor vehicle to a person who is a veteran or retired veteran  
14 of the armed forces of the United States. The design and color of the  
15 veteran or retired veteran plates shall be solely within the dis-  
16 cretion of the commissioner.

17 \* Sec. 2. AS 28.10.421(d) is amended to read:

18 (d) The special registration fees under this subsection are  
19 imposed annually, unless otherwise specified, for:

20 (1) an historic vehicle (one time only upon initial regis-  
21 tration under AS 28.10.181) ..... \$10;

22 (2) special request plates including those authorized for  
23 use by Alaska National Guard personnel only ..... \$30;  
24 plus the fee required for that vehicle under (b)(1) or (2) of this  
25 section; the fee required by this paragraph shall be collected only on  
26 the first issuance and on the replacement of special request plates;

27 (3) a vehicle owned by a disabled veteran or other handi-  
28 capped person, and registered under AS 28.10.181 or a resident 65  
29 years of age or older who files a written application for an exemption

1 on a form prescribed by the department ..... none;  
 2 (4) a vehicle owned by the state ..... none;  
 3 (5) a vehicle owned by an elected state official .. the fee  
 4 required for that vehicle under (b) of this section;  
 5 (6) a vehicle owned by a consular officer, unless waived  
 6 under AS 28.10.181 ..... \$35;  
 7 (7) a vehicle owned by a rancher, farmer, or dairyman and  
 8 registered under AS 28.10.181 ..... \$35;  
 9 (8) a snowmobile or off-highway vehicle ..... \$ 5;  
 10 (9) an amateur mobile radio station vehicle,  
 11 (A) with a transceiver capable of less than 5-band  
 12 operation ..... the fee  
 13 required for that vehicle under (b) or (c) of this section;  
 14 (B) in recognition of service to the public: a mobile  
 15 amateur radio station owned by an amateur with general class or  
 16 higher license, provided the station must be satisfactorily  
 17 proved capable of operating on at least five bands from 160  
 18 through 10 meters, must have an antenna, and must have a power  
 19 supply and wiring as a permanent part of the vehicle; the trans-  
 20 mitting unit may be removed from the car for service or dry  
 21 storage ..... none  
 22 for a mobile amateur radio station vehicle included in (b)(1) or  
 23 (2) of this section;  
 24 (10) dealer registration plates,  
 25 (A) the initial set of plates ..... \$45;  
 26 (B) each subsequent set of plates ..... \$25;  
 27 (11) a vehicle owned by a municipality or charitable orga-  
 28 nization meeting the requirements of AS 28.10.181(e); ..... \$ 5;  
 29 (12) an occasional use vehicle under AS 28.10.181(k) .. \$15;

1           (13) a vehicle owned by a Pearl Harbor survivor or a former  
2 prisoner of war ..... none;  
3           (14) special request Winter Olympics commemorative plates  
4 ..... \$70;  
5 plus the fee required for that vehicle under (b)(1) or (2) of this  
6 section; the fee required by this paragraph shall be collected only on  
7 the first issuance and on the replacement of special request plates;  
8 the commissioner of administration shall separately account for the  
9 fees received under this paragraph that the department deposits in the  
10 general fund; the annual estimated balance in the account may be  
11 appropriated by the legislature to the Alaska sports fund established  
12 under AS 05.35.150;  
13           (15) special request veteran or retired veteran plates  
14 ..... the fee  
15 required for that vehicle under (b) of this section.

FISCAL NOTE

REQUEST:

Revision Date: \_\_\_\_\_ Agency Affected: Public Safety  
 Title: An Act relating to license BRU: Division of Motor Vehicles  
plates for veterans  
 Sponsor: Halford and Falks Component: Field Services  
 Requestor: Senate State Affairs

EXPENDITURES/REVENUES: (Thousands of Dollars) (Inflation not included)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES		32.6				
TRAVEL						
CONTRACTUAL		53.5	10.0	10.0	10.0	10.0
SUPPLIES						
EQUIPMENT		3.0				
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	89.1	10.0	10.0	10.0	10.0

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

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

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	89.1	10.0	10.0	10.0	10.0
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	89.1	10.0	10.0	10.0	10.0

POSITIONS:

FULL-TIME	-0-	1	-0-	-0-	-0-	-0-
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

Please see attached page.

Prepared by: Charles R. Hosack  
 Division: Motor Vehicles

Phone: 269-5551  
 Date: 1/18/89

Approved by Commissioner: J.A.H. Arthur English  
 Agency: Department of Public Safety

Date: 2-13-89

JM  
1/18/89

Analysis:

There are 70,000 veterans living in Alaska according to the Veterans Administration. It is difficult to estimate with any degree of accuracy how many would want this type of license plate. For purposes of this fiscal note the Division will estimate that 10,000 veterans will request the plate during the first year and in subsequent years the requests will be 2,000 annually.

These plates will be available at most offices in the State and the workload will be spread among the offices. The overall increase in workload would be the equivalent of one full-time position to change 10,000 vehicle record and perform other administrative tasks associated with the new program. This position will be in Anchorage where the majority of the registrations will be done. This position will only be needed for the first year of the program.

The breakdown of costs for the first year is as follows:

Personnel

1 PFT Motor Vehicle Representative I/II, Range 9	\$32.6
---	--------

Contractual

10,000 plates @ \$5.00	50.0
Shipping to 30 offices	1.0
APSIN network charges	<u>2.5</u>

Equipment

APSIN terminal and printer	3.0
----------------------------	-----

TOTAL	\$89.1
-------	--------

After the first year the on-going costs will be \$10,000 for 2,000 plates at \$5.00 each.

Position Title Motor Vehicle Representative I/II		No. of Positions	Range/Step 9/8	Barg. Unit
Time Status PFI	Staff Months 12	Location Anchorage		Election District 7-15
Type of Expenditure		Justification		
Amount		This position is assigned the administrative tasks associated with the start up and first year's operation of the program. These tasks include design and ordering of the plates, forms design, and coordination with veterans organizations to publicize the program. During the first year of operation, 10,000 vehicle records will be updated with the new plates. Although the plates will be available at offices throughout the state, the majority will be done in Anchorage and that is where the position will be located. After the first year the position will no longer be needed and the workload will be absorbed by the offices.		
1	2	3		
Salary*	21.4	////////////////////		
Benefits*	11.2	////////////////////		
Premium Pay (Included in Above)		////////////////////		
Qt.		////////////////////		
Total Personal Services		////////////////////	32.6	
Travel				
Contractual			2.5	
Commodities				
Equipment			3.0	
Other				
Total Cost			38.1	
Funding Source for Total Cost				
Federal Receipts	1002			
G.F. Match	1003			
General Fund	1004		38.1	
Program Receipts/GF	1005			
I-A Receipts	1007			
CIP Receipts	1061			
Other				
* Personal Services Salary and Benefits Costs are from PACS Scenario #2.				

REQUEST FOR  
NEW POSITION

AGENCY Department of Public Safety  
BRU Division of Motor Vehicles  
COMPONENT Field Services

Page 3 of 3  
Revised Date

FY 90

# ALASKA STATE LEGISLATURE

Anchorage Office:  
3111 C St., Suite 530  
Anchorage, AK 99503  
907-561-7616



While in Juneau:  
P.O. Box V  
Juneau, AK 99811  
907-465-4958

Senator Rick Halford

## MEMORANDUM

To: Senator Pat Pourchot, Chairman  
State Affairs Committee

From: Senator Rick Halford *Rick*

Date: February 12, 1989

---

Thank you for your prompt scheduling of Senate Bill 65, "An Act relating to vehicle license plates for veterans."

This bill allows veterans and retired veterans the opportunity to display distinctive license plates on their motor vehicles. It is a way in which the State of Alaska can honor veterans for the service they have given to our country.

Current law allows members of the Alaska National Guard the opportunity to request special plates. Senate Bill 65 extends that opportunity to individuals who are veterans or retired veterans of the armed forces of the United States.

I understand that the House Transportation Committee added a \$10 fee to a similar house bill in order to make the program pay for itself. This seems like a reasonable request in light of the state's declining revenues.

I urge your favorable consideration of this legislation.



ASSOCIATION OF THE UNITED STATES ARMY

January 12, 1989

Rep. Terry Martin  
Ak State House Legislative Office  
3111 C Street  
Anchorage, AK 99503

Dear Mr. Martin:

The members of the executive board of The Last Frontier Chapter of the Association of the U S Army support Jeremiah Harrington's initiative to convince the State of Alaska to issue vehicle license plates similar to those issued by the State of Louisiana. His letter to you of October 14, 1988 explains the plates in detail. Thankyou for your help in achieving this worthwhile goal.

Sincerely,

A handwritten signature in cursive script that reads "Carl Bradford Jr".

Carl Bradford Jr  
President,  
Last Frontier Chapter

