MINUTES OF THE MEETING
HUMAN SERVICES AND AGING COMMITTEE
50TH LEGISLATIVE SESSION
HOUSE OF REPRESENTATIVES

The meeting of the Human Services and Aging Committee was called to order by Chairman Budd Gould at 12:30 p.m. on March 19, 1987 in room 312 of the state capitol.

ROLL CALL: Rep Stratford was absent, all other members were present.

SENATE BILL 111

SEN MIKE HALLIGAN, Missoula, introduced SB 111 which states no driver may operate a motor vehicle upon a highway of the state of Montana unless each occupant of a designated seating position is wearing a properly adjusted and fastened seat belt. He noted the legislation had been heavily amended in the Senate. He began with the definitional section on page two (2) which ties the definition of seat belt to the federal motor vehicle safety standards which made front seat belts mandatory in 1965 and rear seat belts mandatory in 1968. Sen Halligan then addressed the exemptions under the legislation, including a provision that if there are more people in the car than seat belts, the extra person would not have to be wearing a seat belt and the driver could not be cited. He noted a key provision of the bill was on page three (3), which says a driver cannot be stopped because he is not wearing a seat belt, and making this a secondary enforcement provision; not a primary enforcement penalty. The $20.00 fine cannot be included as a moving violation for purposes of a drivers record. He said the effective date of the bill was October 1, 1987 while enforcement would not occur until January 1, 1988 to allow for an educational time period. In response to the those who question a mandatory state seat belt law, Sen Halligan noted that all legislation regulates the rights, privileges and duties of Montana citizens. He said the major cause of on the job deaths and injuries are car accidents, which is applicable to WCD, taxes and medicaid to cover the cost of those in accidents. He stated 25 other states have this legislation and over 10 foreign countries; and a 50% compliance rate would save 44 lives minimum and 1100 injuries with associated costs. He said this legislation is not meddling when social costs are so heavy. On a legal point, he noted four (4) people in Illinois took their case to the U.S. Supreme Court after being cited under a mandatory seat belt law and the court upheld the law.

PROPONENTS:

LARRY TOBIASON, president, Montana Automobile Association (MAA) and the Montana Safety Belt Coalition, read his prepared testimony (exhibit 1) in support of the legislation. He stated there was no question as to the effectiveness of seat belts in preventing death and injuries in automobile accidents, with car accident deaths the third (3) largest killer in the United States and the leading killer of young adults between the ages of 18 and 24. He noted that two (2) surveys were conducted which revealed that 69% of Montanans would favor a mandatory safety belt law, and 86% stated they felt that the law should be somewhat or very strictly enforced if enacted.

MICHAEL STEPHEN, executive director of the Montana Safety Belt Coalition, covered his prepared testimony (exhibit 2) of statistics in support of the proposed legislation describing the economic costs, the reduction in injuries, and the lives that could be said by this legislation.

MONA JAMISON, representing Traffic Safety Now, discussed the relationship between individual freedoms and buckling up. She stated no relationship exists because individual freedoms are those things that we are born with in this country, while driving is not one of them. She stated there is no provision in either the state or federal constitution that says driving is a constitutional right, but rather it is a privilege. Ms Jamison stated there is no area dealing with cars and highways that government does not address, i.e. what side of the road to drive on, speed limits, stopping, etc. She stated that individual rights are impacted in a much greater manner by not buckling up versus taking the time to buckle up. She asked for consideration of those individual passengers who suffer catastrophic head injuries in car accidents and the impact on that individual's families, friends, and upon the driver. She concluded by stating that she did not feel that a mandatory seat belt law took anything away from anyone, and only required people to take two or three seconds when they get into their car to buckle up; possibly saving them from injury or death.

RODGER STEVENS, Montana Emergency Medical Services Association, urged support of this legislation on behalf of the association.

JOHN HARLAN, M.D., Montana College of Surgeons, related that the young man who provided the first heart transplant from Montana some months ago was thrown from his vehicle as he rounded a curve close to Canyon Ferry Lake, and the car rolled over on him, which he stated oftentimes happens. He noted what a waste of human life and a needless death this was.

COL ROBERT LANDON, chief administrator, Montana Highway Patrol, noted a habit of wearing seat belts needs to be

achieved. His stated in his experience, 85% of the people tend to follow the law and many who do not wear seat belts today would wear them if there was a law indicating that they should. Currently 87% of the auto fatality victims in the state are not wearing seat belts, and lives and injuries would be saved by the passage of this bill. He added another real concern he has is the pending increase of the speed limit. He said this bill will be needed to keep the fatality rate down because history has shown that in every case where speed is increased, the number of people killed also increases.

ROBERT SHEPARD, M.D., American Board of Family Practice, addressed what he calls the "miracle argument" where opponents testify that they were involved in a major accident and came out unscathed. He noted statistics and probability are involved in those scenarios, and that this legislation is talking about a statistical improvement. Dr Shepard made the observation that everyone claiming the right to drive without their seat belt should be questioned if they will also claim the right to forfeit their medicaid payments when they get a head injury and they require prolonged care. He said this bill will not increase costs i.e. enforcement, use, will actually generate a modest income from the fines, but most importantly, will save a substantial fraction of the $900,000 in medicaid payments for those injured in auto accidents. He concluded by stating the only economic justification for defeating this bill is the forlorn hope that maybe we can kill enough people on the highways that we can solve the unemployment problem and the related economic issues.

ERV HEDEGAARD, Whitehall, presented an article from the July 24, 1985 issue of the Helena Independent Record (exhibit 3) relating the auto accident and death of Karen and Dale Neumann, his daughter and son-in-law. He noted that they were back seat passengers in car where the driver and front seat passenger were wearing their seat belts, and who walked away from the accident. He shared a note he and his wife had sent to those who had shown kindness to the family during the funeral (exhibit 4) asking them to make the commitment to always fasten their seat belts to save them from the heartache they had experienced.

MAGGIE BULLOCK, administrator, Rehabilitative Services Division/Visual Services Division, SRS, representing these two (2) programs and the Medicaid Program, emphasized the price being paid by the state of Montana when individuals survive these accidents. She stated the medicaid budget only deals with the medical expenses associated with these cases, and refers to people who have finally been stabilized after possibly $50,000 has been spent to try to get them to the point where they can have some kind of training and maybe can, once again, become contributing members of

society versus being admitted into nursing homes. Mrs Bullock stated that in reference to rehabilitation and buying training services for a head injured person, the cost is $10,000 to $20,000 for a five (5) to six (6) month period, at which time, due to the injury and the nature of the symptoms, there is no guarantee that the individual can be rehabilitated. She noted that typically the person will always require rehabilitation so that they can meaningfully contribute to society. She heartily recommended a do pass recommendation on this legislation.

AL GOKE, administrator, Highway Traffic Safety Division, Department of Justice, referred to exhibit 5 which contains graphs and statistics in support of the legislation, including the anticipated usage rate, lives saved, injuries prevented, and the dollars saved by the implementation of seat belt usage.

WILETTA PAGENT, Columbia Falls, and a seat belt survivor, related how on May 13, 1984 she was driving her parents car late at night and was involved in an auto accident when a drunk driver collided with her car. She expressed how grateful she was that she was wearing her safety belt. She said that a highway patrolman had informed her that if she had not been wearing her belt that when her driver door was ripped off she would have been crushed between the two vehicles as her car spun around. She asked for support of this legislation.

LAURA ENGBRETSON, president of the Montana Extension Homemakers, expressed the organizations support of the legislation. She referred to the legislation as a responsible solution to an otherwise losing proposition.

ALAN CAIN, president, Montana Blue Cross/Blue Shield, noted the cost of medical care in the U.S. has reached crisis proportions with the cost of medical care in 1986, according to available figures, close to $500 billion. He also stated any effort that would make a dent in those costs would help the people who buy insurance coverage and help keep coverage more affordable. He said the cost of a major trauma case runs routinely from $150,000 to $400,000. He closed by stating this legislation gives an incentive for individuals to wear their seat belts, and urged a do pass recommendation.

ROLAND FISHER, vice president, Montana Hospital Association, referred to the last section of the declaration of rights to the Montana constitution, specifically section 3 article 2 which states "..in enjoying these rights we have corresponding responsibilities", and asked for help in carrying out these responsibilities by passage of this legislation (exhibit 6).

JOSH LAMSON and HEATHER TIPPY, Jefferson School, read their prepared texts in support of the legislation (exhibit 7).

MELISSA MARTINKA, Jefferson School read her prepared text in support of the legislation (exhibit 8).

OPPONENTS

REP PAUL PISTORIA, read exhibit 9, which was sent to him by Michael Schmauch in opposition to the legislation and which he said reflected his sentiments of how a mandatory seat belt law infringed on his rights. He stated he doesn't want someone to tell him what to do.

TYLER HOLLOW, Jefferson School, read his prepared statement in opposition to the legislation (exhibit 10).

JOE BRAND, spoke in opposition to the legislation and stated he supported national seat belt legislation and other types of safety devices to prevent injuries.

VERA KAHUNE, Missoula County Freeholders Association, stated the organization has nothing against seat belts, but asked for the freedom of choice in choosing to wear seat belts.

HARLAN CALWELL, opposed this legislation as an invasion of privacy, and stated that laws for the protection of an individual from himself was foolish.

SEN HALLIGAN then closed testimony on Senate Bill 111. He noted that in enjoying unalienable rights we have corresponding responsibilities, and that no right is absolute, the responsibilities were always there. He stated that we are a free society, and part of that freedom means that we are hopefully also a civilized society able to make rational choices on the best facts you can find. He concluded by stating that all statistics show a dramatic reduction in fatalities and injuries with the use of seat belts. He asked the committee to consider the cost savings for lives, businesses, individuals, families, medical expenses and legal expenses.

In response to an inquiry from Rep Cody, Mr Goke stated incentive programs being used to promote seat belts have been conducted in the most populous counties in the state, with the funding for those efforts from section 402 of the Highway Safety Act since 1967.

In response to an inquiry from Rep Grinde, Mr Tobiason stated he did not have a copy of the report from Howard and Associates stating that if two-thirds of the states met the mandatory mandate by Secretary Dole manufacturers would not be required to install automatic passive restraints. He

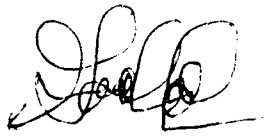
stated that of the 26 stated that have approved mandatory seat belt laws, very few meet the standards.

Dr Shepard, in answering an inquiry from Rep Nelson on internal injuries from seat belts, stated he did not have actual statistics on this issue, but noted that the vast majority are repairable whereas brain and spinal cord injuries are not, and therefore some injuries become a trade off. He stated secondly, there are some circumstances where no one will survive. In addressing opposition to the legislation, he noted the study referred to in opposition of the bill consisted of a total of 26 accidents with unequal severity ratings, and that the study was poorly done, terribly incorrect, and which led to many misconceptions. He stated that the American College of Obstetrics and Gynecology recommends that even pregnant women wear a lap belt. He concluded by stating that seat belt injuries can be reduced with proper seat belt use, which he demonstrated.

In response to an inquiry from Rep Hansen, Sen Halligan noted that seat belts have been mandatory in semi trucks since the 1960's.

In answering a question from Rep Russell, Mr Steven stated anytime there is a reduction in fatalities and injuries there is a corresponding lapse in time between premium increase or alterations because the insurance companies are paying out less. He explained that the medical costs for an individual passenger not wearing a seat belt is four (4) times more than a passenger who is wearing a seat belt. He stated that with this in mind, there is a savings to insurance premiums.

The meeting was adjourned at 2:27 p.m.



Budd Gould, Chairman

bg/gmc/hs3.19

DAILY ROLL CALL

HUMAN SERVICES AND AGING COMMITTEE

50th LEGISLATIVE SESSION -- 1987

Date MARCH 19, 1987

NAME	PRESENT	ABSENT	EXCUSED
REP. BUDD GOULD, CHAIRMAN	X		
REP. BOB GILBERT, VICE CHAIRMAN	X		
REP. JAN BROWN	X		
REP DUANE COMPTON	X		
REP. DOROTHY CODY	X		
REP. DICK CORNE'	X		
REP. LARRY GRINDE	X		
REP. STELLA JEAN HANSEN	X		
REP. LES KITSELMAN	X		
REP. LLOYD MC CORMICK	X		
REP. RICHARD NELSON	X		
REP. JOHN PATTERSON	X		
REP. ANGELA RUSSELL	X		
REP. JACK SANDS	X		
REP. BRUCE SIMON	X		
REP. CAROLYN SQUIRES	X		
REP. TONIA STRATFORD		X	
REP. BILL STRIZICH	X		

CS-30

Montana Automobile Association

STATE HEADQUARTERS OFFICES: P.O. BOX 4129
607 N. LAMBORN / HELENA, MONTANA 59604
PHONE 442-5920

EXHIBIT #1
DATE 3-19-77
SB 111

TESTIMONY IN FAVOR OF S.B. 111, MANDATORY SEAT BELT USE

MY NAME IS LARRY TOBIASON PRESIDENT OF THE MONTANA SAFETY BELT COALITION AND PRESIDENT OF THE MONTANA AUTOMOBILE ASSOCIATION.

THERE IS NO QUESTION THAT THE USE OF SAFETY BELTS BY VEHICLE OCCUPANTS IS THE SINGLE MOST EFFECTIVE PROTECTION AGAINST DEATH AND INJURY IN AN AUTOMOBILE ACCIDENT. TRAFFIC ACCIDENT DEATH IS THE THIRD LARGEST KILLER IN THE UNITED STATES AFTER CANCER AND HEART DISEASE, THE LEADING KILLER OF YOUNG ADULTS . AGE 15 TO 24. IF IT WAS TERMED A DISEASE, YOU COULD SAY IT HAS REACHED EPIDEMIC PROPORTIONS. IN 1984 ALONE, TRAFFIC ACCIDENTS CAUSED MORE THAN 300,000 SERIOUS INJURIES AND 20,000 FRONT-SEAT OCCUPANT FATALITIES. IN 1985, 17,938 ACCIDENTS WERE REPORTED IN MONTANA. OF THESE 8,702 WERE SERIOUS INJURIES AND 223 WERE FATAL. MOST OF THESE COULD HAVE BEEN REDUCED TO A SIMPLE SCENARIO OF RETURINING TO WORK, FOR EXAMPLE, WITH NOTHING MORE THAN A BRUISE - INSTEAD OF FACING MONTHS OF REHABILITATION TREATMENT FROM SUSTAINING AN IMPACT WITH THE WINDSHIELD, OR EVEN DEATH.

COUNTLESS STUDIES HAVE BEEN CONDUCTED THAT SHOW USE OF THE SEAT BELT CAN AND DOES SAVE LIVES AND REDUCES THE ECONOMIC IMPACT ON OUR SOCIETY. TO GIVE YOU A REAL IDEA OF WHAT KIND

BRANCH OFFICES:

BILLINGS
3220 4TH AVE. NO.
P.O. BOX 2076 (59103)
248-7738

GREAT FALLS
1711 10TH AVE. SO. (59405)
727-2900

MISSOULA
275 W. MAIN (59802)
549-5161

KALISPELL
116 FIRST AVE. W. (59901)
PLAZA WEST 2
755-5511

BOZEMAN
625 NORTH 7TH AVE. (59715)
PHONE 586-6156

OF AN IMPACT SAFETY BELT USE WOULD HAVE ON OUR OWN STATE . . . . IF 80% OF MONTANAN'S USED SAFETY BELTS REGULARLY, 70 LIVES WOULD BE SAVED, 1,120 INJURIES WOULD BE PREVENTED AND $56 MILLION WOULD BE SAVED FROM LOSS OF EMPLOYMENT, REHABILITATION COSTS, PROPERTY DAMAGE, LAW ENFORCEMENT AND INSURANCE SAVINGS.

THE UNIVERSITY OF COLORADO MEDICAL SCHOOL IDENTIFIED 256 CAR AND PICK-UP CRASHES WHERE ONE FRONT SEAT OCCUPANT WAS WEARING A SAFETY BELT, WHILE A COMPANION IN THE OTHER FRONT SEAT WAS NOT. THE RESULTS SHOWED THAT THE UNBUCKLED OCCUPANT:

- WAS FIVE TIMES AS LIKELY TO DIE;
- WAS THREE TIMES AS LIKELY TO BE INJURED;
- AND PAID FOUR TIMES MORE FOR MEDICAL CARE.

IT SEEMS IRONIC THAT NOT TOO LONG AGO, I SAW NEWSPAPER ARTICLES WHERE A BUTTE MAN WAS KILLED IN AN ACCIDENT BECAUSE HE WAS EJECTED FROM HIS AUTOMOBILE AND IT ROLLED OVER HIM. JUST OUT - SIDE OF DILLON, THE MOTHER OF TWO SMALL CHILDREN WAS KILLED IN A VEHICLE ACCIDENT BECAUSE SHE WAS NOT WEARING HER SEAT BELT, BUT HER CHILDREN WERE SAVED AS THEY WERE SECURED IN A CHILD RESTRAINT. NUMEROUS ARTICLES APPEAR EVERY DAY ACROSS THIS NATION GIVING TESTIMONY OF THE BENEFITS DERIVED FROM THE SAFETY BELT USEAGE. TODAY YOU WILL HEAR FROM AT LEAST TWO SURVIVORS AS TO HOW SAFETY BELTS SAVED THEIR LIVES. A HIGHWAY PATROLMAN TOLD ME RECENTLY, "HE NEVER UN-BUCKLED A DEAD PERSON FROM AN AUTOMOBILE ACCIDENT".

IN TALKING WITH MANY LEGISLATORS, I HEAR A SIMILAR STATEMENT, MY CONSTITUENTS DON'T WANT THIS LEGISLATION. THAT COULDN'T BE FARTHER FROM THE TRUTH. THE MONTANA SAFETY BELT COALITION COMMISSIONED R.A. HOWARD & ASSOCIATES OF HELENA TO CONDUCT A SURVEY AND ATTITUDE RESEARCH OF MONTANA CITIZENS ON THIS PARTICULAR ISSUE. ONE SURVEY WAS COMPLETED IN MAY OF 1986, AND THE SAME SURVEY WAS CONDUCTED IN DECEMBER OF 1986, JUST SIX WEEKS AGO. SIGNIFICANT FINDINGS FROM THE TWO SURVEYS WERE JUST ABOUT THE SAME. 69% OF MONTANAN'S WOULD FAVOR A MANDATORY SAFETY BELT LAW, WITH MORE THAN HALF OF THOSE STRONGLY FAVORING SUCH A LAW. THE USE OF SAFETY BELTS WOULD INCREASE TO 83% IF THERE WERE A MANDATORY SAFETY BELT LAW IN MONTANA. IF MONTANA PASSED A MANDATORY SAFETY BELT LAW, A VAST MAJORITY, 86% FEEL THAT THE LAW SHOULD BE SOMEWHAT OR VERY STRICTLY ENFORCED. SO YOU CAN CLEARLY SEE, THE PEOPLE OF MONTANA, YOU CONSTITUENTS WANT AND DESERVE SAFETY BELT LEGISLATION. PLEASE LOOK FAVORABLY UPON THIS LEGISLATION AND GIVE S.B. 111 A DO PASS RECOMMENDATION.

EXHIBIT 2
DATE 3-19-87
~~HB~~ SB 111
pHsW

SAFETY BELT INFORMATION

The 1987 Montana legislature has an unprecedented opportunity to save lives, reduce injuries, and lower economic costs for the citizens of Montana during this regular legislative session.

Because seat belts have been standard equipment in U.S. passenger vehicles since 1964, all we have to do is use them, regularly.

In 1985, there were 17,938 accidents reported in Montana. Of these, there were:

223 fatalities
8,702 injuries
$134 million economic loss
(health, medical, dental, property damage, law enforcement, etc.)

Currently, only 29.5% of Montanans wear their seat belts regularly.*

Interstate	Primary	City	Secondary & Other	All Roads
43.0%	34.0	15.0	18.0	29.5

IT HAS BEEN SHOWN ACROSS THE NATION THAT VOLUNTARY SAFETY BELT USE WILL NOT EXCEED 35 TO 40%. LEGISLATION WILL PROVIDE THE STIMULUS FOR INCREASED USE AND ASSIST IN ATTAINING A GREATER LEVEL (70 - 80%) OF USE.

THE BOTTOM LINE---THE COST BENEFIT OF SAFETY BELT USE IS TREMENDOUS

If at least 50% of Montanans buckle up, we could benefit annually.

SAVE 44 LIVES
PREVENT 700 INJURIES
SAVE $35 MILLION (HEALTH, MEDICAL, DENTAL, PROPERTY DAMAGE, LAW ENFORCEMENT, ETC.)

*Source: Montana Department of Justice
Highway Traffic Safety Division

SAFETY BELTS ASSIST OCCUPANTS IN EIGHT WAYS

1. There is a "ride down benefit, in which the belt begins to stop the wearer as the car is stopping.

2. The belt spreads the stopping force widely across the strong parts of the body.

3. The belt keeps the head and face of the wearer from striking objects like the wheel rim, windshield, interior post, or dashboard.

4. Belts prevent vehicle occupants from colliding with each other.

5. Provide a predictable location for the occupant after the crash.

6. Occupant has the best chance of remaining conscious after the crash to react to the situation.

7. Belts help the driver to maintain vehicle control, thus decreasing the possibility of an additional collision.

8. Seat belts hold the occupant in their station to take advantage of airbags, if installed.

ALTHOUGH THERE WERE SOME ERRORS, THIS WAS A BEAUTIFUL TRIBUTE TO KAREN & DALE. THIS ARTICLE APPEARED ON THE FRONT PAGE OF THE HELENA INDEPENDENT RECORD THE DAY OF THE FUNERAL.

Em & Judi

Independent Record

July 24, 1985
Helena, Montana
Vol. 41 No. 245
Single copy 35c

WEDNESDA
AFTERNOO
EXHIB
DATE
HB

Town buries dream couple

It was a dream match made in Whitehall. Perhaps in heaven, too.

Dale E. Neumann was the high school salutorian and captain of the football team who went on to become the tiny town's first West Point graduate.

Karen ~~Hildegaard~~ HEDEGAARD was the head of Whitehall High's honor society and captain of the girl's basketball team who went on to a successful career in fashion merchandising.

They were married on ~~July~~ JUNE 19, 1983 — an extremely bright, attractive and likeable couple, the cream of Whitehall's crop.

On July ~~19~~ 20, 1985 — last ~~Friday~~ SATURDAY, their second wedding anniversary — Dale, 24, and Karen, 22, were killed together in a car wreck in Fort Polk, La.

Many Whitehall businesses closed today during funeral services for the couple whose bright future was so abruptly cut short.

Dale, who graduated from Whitehall High in 1979, and Karen, who graduated two years later, were special people. They were leaders on the field and in the classroom.

He had become a first lieutenant in the Army, which had stationed him at Fort Polk, the scene of the accident. She had graduated with a merchandising degree from New York City's Fashion Institute and was the assistant manager of a department store in Leesville, La., near the fort.

PLUS 1 MONTH

Dan Reum, the high school's athletic director and Dale's coach when he was in grade school, called him "a first-rate player and a great guy.

"They were both just real positive people," he said. "They always took a real positive approach to life and added what they could to it."

After services in St. Teresa Catholic Church this morning, they were buried in the Whitehall Cemetery with a military honor guard and many of the town's 1,100 people attending.

Karen and Dale Neumann had many Whitehall hopes resting on their future.

EXHIBIT #4
DATE 3.19.87
HB SB 111

"IS THERE ANYTHING WE CAN DO?"

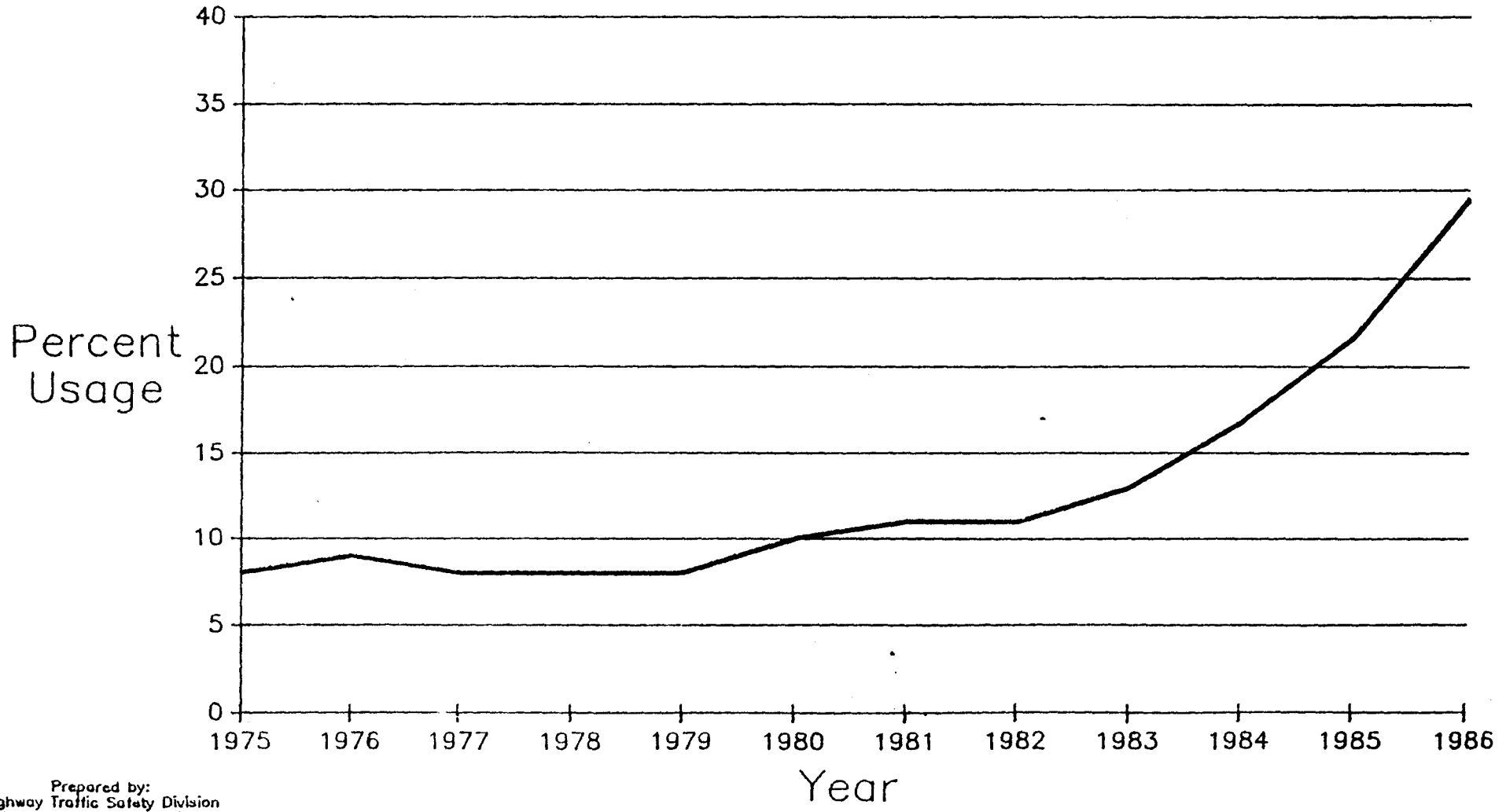
During this past week, many wonderful people have asked us this question. After much thought, Judi and I have concluded that each of you could do one thing that would be appreciated above all else. We ask that each of you make a commitment today to always fasten your seat belts while in a moving vehicle, and make sure that all the passengers are "buckled up" before the car moves.

We love you and want to save you and your loved ones the heartache we have experienced. Please do this one thing for us.

Love,
Ev & Judi
The Hedegaard Family

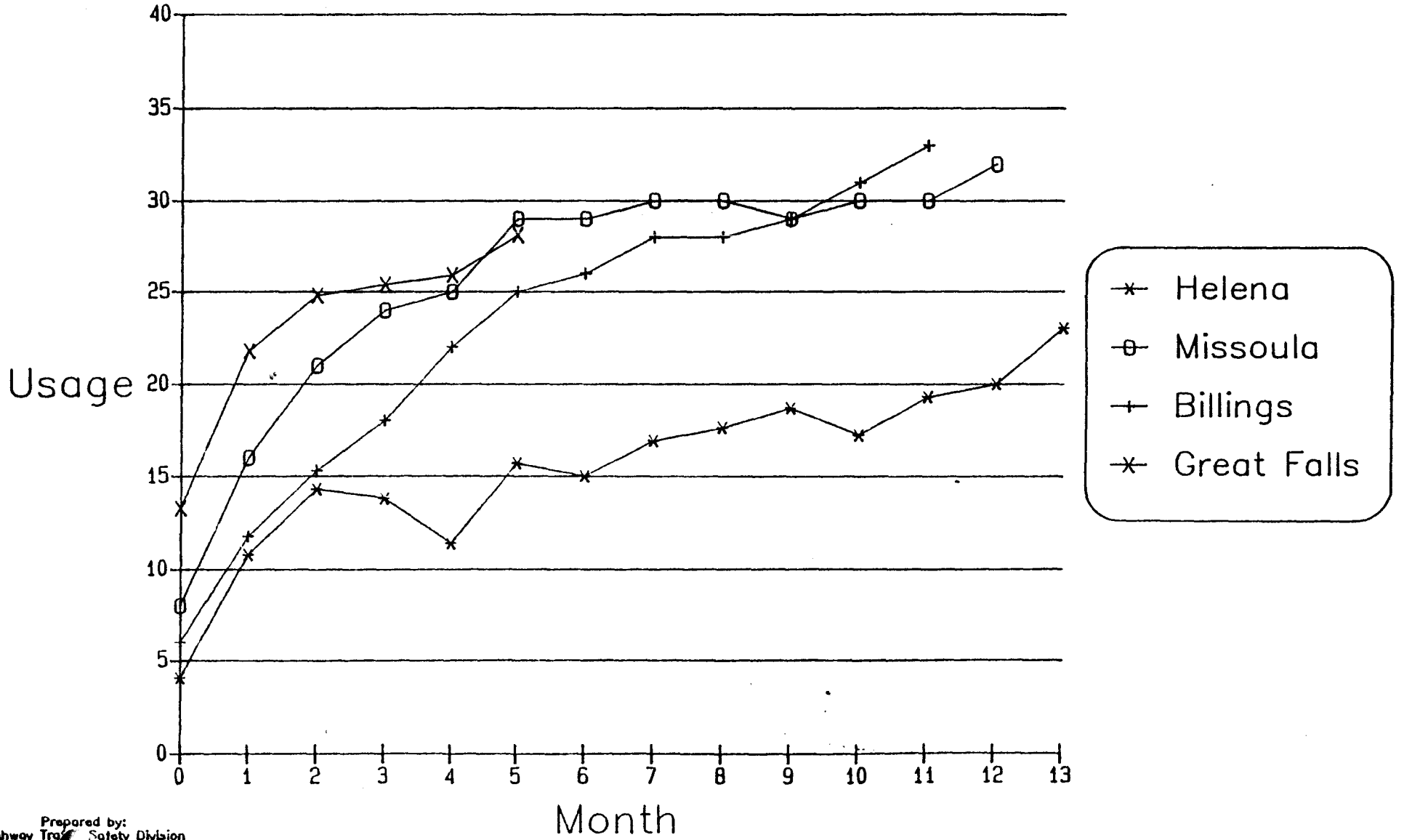
EXHIBIT 5
DATE 3-19-91
HB #111
Al Goke

Montana Seat Belt Usage



Prepared by:
Highway Traffic Safety Division
Montana Dept. of Justice

Seat Belt Incentive Programs



Prepared by:
Highway Tra[illegible] Safety Division
Montana [illegible] of Justice

ESTIMATED MONTANA BENEFITS OF A SAFETY BELT USE LAW

A. If Law Covers All Passengers (Front & Rear Seats) in All Cars & Trucks

Anticipated Usage Rate	Lives Saved	Injuries Prevented	Dollars Saved
100%	87	1400	$70 Million
80%	70	1120	$56 Million
50%	44	700	$35 Million
40%	35	560	$28 Million
Current Level 30%	26	420	$21 Million

B. If Law Covers Only Passenger Cars (Front Seat Passengers Only)

Anticipated Usage Rate	Lives Saved	Injuries Prevented	Dollars Saved
100%	37	854	$32 Million
80%	30	683	$25 Million
50%	19	427	$16 Million
40%	15	342	$13 Million

Prepared by the Montana
Highway Traffic Safety Division
Department of Justice

EXHIBIT
DATE 3 19 87
BILL SB 111

Montana Hospital Association

(406) 442-1911 • P.O. BOX 5119 • HELENA, MONTANA 59604

3/19/87

RE: SB 111
House Human Services and Aging Committee

Mr. Chairman, ladies and gentlemen of the committee I am Roland Fisher, Vice President of the Montana Hospital Association. The MHA is supported by 55 member hospitals in our state and on behalf of this membership the following testimony is given of Senate Bill 111.

An unfortunate fact is the automible accidents will continue to occur, in Montana as in other states, in varying forms of severity. We see SB 111 as a way to control a portion of the pain and suffering associated with auto accidents and also as a means to reducing the devastating costs incurred by crash victims, their families and society.

In 1985 the Montana Highway Traffic Safety Division reported 8702 auto accidents that caused injury to the occupants. The degree of severity of these injuries is unknown and one must assume there were incidents where minor and major financial costs involved. If we consider the average charge per patient stay in Montana's hospital of $2,922 (*) and this multiplied by the number of accident producing crashs we find where emergency and rehabilitation costs in hospitals alone could exceed $24 million dollars. If only a fraction of this amount is saved by reducing accident severities thru the use of safety belts then S. Bill 111 truly deserves your support. I encourage your consideration.

(*) Average charge per stay in Montana ($2,922) developed by the Independent Survey by the Equitable (HCA) Corporation. In this survey Montana ranks 44th among the 50 states in average charge per stay.

EXHIBIT 1
DATE 3-19-87
HB SB 111

Good afternoon Chairman Gould and members of the comittee. My name is Josh Lamson and I am testifying on behalf of Senate Bill 111. I am supporting this bill because of the lives and tax dollars that could be saved, simply by putting on a seat belt.

Take for example a woman named Donna Vandersloot. She was given a new chance at life because she buckled up. Donna now pursues a career in journalism.

Also, taxpayers money could be saved by not having to pay as much money through Medicare. I know that my parents could not easily pay a surgical bill for someone they don't even know. Could you?

So help save lives and lower taxes. Vote for Senate Bill 111. Thank You.

Chairperson Gould and Members of Committee

Good afternoon. I am Heather Tippu from Jefferson school.

I am not here to talk about ~~my~~ health. I am here to talk about everyone's health concerning the seat belt law (SB 111) I really hope it passes because it does save about 75% of the people involved in car acidents. I'm not saying it will save everyone's life. For example my Mother had a brother and he was driving on a two lane road. He got on the wrong side and was hit by a semi truck. He was killed instantly. He wasn't wearing a seat belt. It might not have saved his life, but you never know. Anyway, I hope you are for the bill and if you aren't I hope you change your mind.

Please Show you care
by the belt I hope you wear,
Thank you for your time

8
DATE 3/1987
SB 111

Chairperson Gould and Members of the Committee,

I am Melissa Martinka, a third grader from Jefferson School in Helena.

I think you should vote for SB 111 because seatbelts save many lives. Seatbelts save insurance money with smaller rates. If some car is so old that it does not have seatbelts I think that person should have seatbelts installed. If you have an accident and are wearing a seatbelt it could prevent you from getting injured.

Please vote for SB 111.

Thank you

EXHIBIT #
DATE 3-19-87
HB SB # 111

Recd - Sat - Feb. 21, 1987
Re - S.B. 111
Seat Belts

Feb. 13, 1987

RE: SB111 (Seat Belts)

Dear Representative: Pistoria

I am a firm believer in seat belts and feel that everyone should wear them. I feel however, that there is a question of Government forcing individuals to buckle up and I think that the people supporting the bill are focusing on injuries and lives being saved by using seat belts. I feel we should focus on the cause of the accidents. Why do people have automobile accidents:

1) Running late so they run a red light or stop sign.
2) Changing channels on their radio or reaching for something in the car and they drive off the road.
3) Fell asleep at the wheel because of being too tired to drive.
4) Under the influence of alcohol/drugs.
5) Speeding or driving recklessly.
6) Driving too fast for winter road conditions.

These are just a few reasons why people are injured or killed. I find it difficult to justify a $5.00 ticket on the Interstate at 80 m.p.h. and a $20.00 ticket for not wearing a seat belt.

We need to change the day speed violation and also increase the penalties on some of the other more serious traffic violations.

Sincerely,
Michael Schmauch

Michael Schmauch
705 34th Ave. N.E.
Great Falls, Mt. 59404

705 34th Ave NE
Great Falls, Mt
59404
michael Schmauch
Not Seat Belts
But, instead
Stop Accidents
against gas tax
at 80 MPH speed
limit Not

GREAT FALLS, MT 59401
1 PM
19 FEB
1987

USA
22

Recd - Sat - Feb. 21, 1987
Rep. Paul Pistoria
c/o State Capital
Helena, Mt.
59620
Re - SB 111

3 10 67
SB 111

Good life

Seat Belts

Feb. 13, 1987

RE: SB111 (Seat Belts)

Dear Representative: Bistoria

I am a firm believer in seat belts and feel that everyone should wear them. I feel however, that there is a question of Government forcing individuals to buckle up and I think that the people supporting the bill are focusing on injuries and lives being saved by using seat belts. I feel we should focus on the cause of the accidents. Why do people have automobile accidents:

1) Running late so they run a red light or stop sign.
2) Changing channels on their radio or reaching for something in the car and they drive off the road.
3) Fell asleep at the wheel because of being too tired to drive.
4) Under the influence of alcohol/drugs.
5) Speeding or driving recklessly.
6) Driving too fast for winter road conditions.

These are just a few reasons why people are injured or killed. I find it difficult to justify a $5.00 ticket on the Interstate at 80 m.p.h. and a $20.00 ticket for not wearing a seat belt.

We need to change the day speed violation and also increase the penalties on some of the other more serious traffic violations.

Sincerely,

Michael Schmauch

Michael Schmauch
705 34th Ave. N.E.
Great Falls, Mt. 59404

705 34th Ave NE
Great Falls, Mt
59404
michael Schmauch
Not Seat Belts
But, instead Rep. Paul Pistorin
Stop Accidents
against [illegible] fine
80 MPH Speed
$20 for not
wearing Seat Belt
c/o State Capitol
Helena, Mt.
59620
Rec'd Sat. Feb. 21, 1987
re SB 111
MT, DD

GREAT FALLS, MT 59403
1 PM
19 FEB
1987

EXHIBIT 11
DATE 3.19.87
~~HB~~ SB 111

Montana Nurses' Association

715 Getchell (406) 442-6710

P.O. BOX 5718 • HELENA, MONTANA 59604

SB111

Representative Gould, members of the Committee.

My name is Barbara Booher, I'm the Executive Director of the Montana Nurses' Association, representing over 1400 registered nurses from across the state of Montana. I am here to speak in favor of SB111, requiring seat belts to be worn by occupants of motor vehicles.

Nurses are very concerned about health and safety issues, especially in regard to children. Many of our members serve in emergency rooms of hospitals and have to deal with victims of automobile accidents. Because of our experience in providing nursing care for these victims, and because of the overwhelming evidence supporting mandatory seat belt laws as a way to reduce injuries to accident victims, we support this bill.

We feel safety belts and child restraint seats go a long way in preventing unnecessary injury and death due to motor vehicle accidents. The Montana Nurses' Association strongly supports passage of SB111.

Respectfully Submitted,

Barbara E. Booher
Executive Director

EXHIBIT 12
DATE 3-19-87
SB SB 111

SENATE BILL 111

Testimony Of William Lloyd Linden
President, Linden's, Inc.
Owner Of
Linden's Herrmann & Company Funeral Home
Former Owner
Of
Linden Ambulance Service

Before the House Human Services Committee
March 19, 1987

Chairman and members of the Committee, for the record, I am William Lloyd Linden from Helena, Montana. I am President of Linden's, Inc. We own and operate Linden's Herrmann & Company Funeral Home and owned and operated Linden Ambulance Service here in Helena for 13 years until we sold the ambulance service to Saint Peter's Hospital in December of 1984. I am a licensed mortician and was an Emergency Medical Technician for many of the years that we owned the ambulance service. I am also a member of the Montana Seat Belt Coalition.

It has been my experience, both in the funeral home, and even more so in my years as an EMT, that the use of seatbelts does save lives and lessens the seriousness of injuries in motor vehicle accidents. In accidents that we responded to throughout the years, I saw needless deaths and serious injuries where seat belts were not used, particularly in the case of the young and the elderly victims.

Furthermore, it is a fact, that there is a high rate of "burnout" among ambulance personnel and funeral home personnel. It is my belief that a portion of this "burnout" is a result of seeing a senseless waste of lives, unnecessary injuries, pain and suffering.

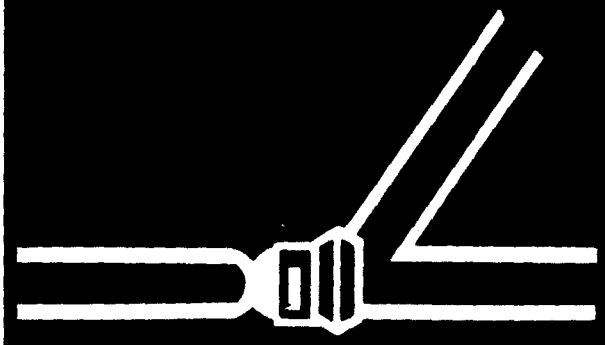
Because of what I have seen and experienced in both of my businesses, I am a firm believer in the use of seatbelts; and, my entire family wears them at all times (even though it is a constant battle to see to it that my ten-year-old Son wears his).

In closing, I would like to say that if Senate Bill 111 does pass, perhaps even those who argue against it will find that wearing seatbelts is not so difficult or restrictive. They might even be one of the fortunate motor vehicle accident victims whose life is saved by the use of a seatbelt.

If you do <u>not</u> vote "YES" in support of passing Senate Bill 111, at least wear your seatbelt. If you <u>do</u> vote "YES" in support of Senate Bill 111, wear your seat belt, please. <u>And</u>, please, I urge you to give Senate Bill 111 a DO PASS recommendation. Thank you for your time and consideration.

13
3-19-87
SB 111

Safety Belts Really Do Work!



Discover the benefits of wearing safety belts in Montana.

14
3/19/87
SB111

TO: MEMBERS OF THE HOUSE HUMAN SERVICES AND AGING COMMITTEE

FROM: L[illegible] TOLSTEDT; MANAGER OF INFANT RESTRAINT PROGRAM
F[illegible] ST. PETER'S COMMUNITY HOSPITAL ASSOCIATION, HEALTH PROJECTS CHAIRMAN, FOR MONTANA MEDICAL ASSOCIATION AUXILIARY.

I want to thank you for this opportunity to appear before this committee and give you my views in support of Senate Bill 111. You have heard the testimony on the extent of the problem with deaths and injury on our highway. It comes with a great deal of grief and pain to the individuals and families involved in motor vehicles accidents, in addition, we have the hughe cost to our citizens for medical expenses, lost wages, higher insurance costs, higher taxes for police to investigate these accidents and legal costs involved during litigation and costs for long term medical care and rehabilitation of injured persons. I believe that the estimated $56,000,000 that would be saved if you passed SENATE BILL 111 and cannot be ignored by anyone in this legislature.

In my work with the infant restraint program, I alway remind the parents that they don't do their children a favor by buckling the child up and then neglect to buckle themselves up. To illustrate I'd like to use the example of the young mother from Dillon who received two citations for not having her children restrainted . A short time later she was involved in a one vehicle rollover which was fatal to her, but her children who were restrained escaped unharmed. If this young mother had been able to be cited for not be seatbelted, perhaps she would be alive today and this young family would not have lost the person who historically does the nurturing of young children, and undoubtibly caused an economic burden on the family. If the legislature had seen fit to pass a MANDATORY SEAT BELT LAW last session, perhaps, this story would have had a different outcome.

At this time I want to speak to you about the only argument that I hear in opposition to the MANDATORY SEAT BELT LAW, that being it will interfere with a persons RIGHTS. First, in that regard, I believe that the right to operate a motor vehicle on our county, state, and federal highways in a manner that is safe and prudent to yourself and others is a PRIVLEGE that is granted and to be regulated by this body. When I note all the regulations that go along with our use of public roadways, I think you believe it also.

The Laws of Physics that come into play when we are involved in an automobile accident have been in force since the birth of planet earth and eons before there were human beings on this earth or a BILL OF RIGHTS. I think we ought to have more respect for the forces that are developed when a motor vehicle meets an immovable object. Just because we as humans fail to learn or

chose to ignore doesn't mean they don't exist and don't need to be protected from those Laws of Physics.

Many of you proudly trace your heritage to independent self-reliant Montana pioneers, whose only worry on the byways was a occasional runaway horse and buggy and their personal freedoms were great because they were few in number and out of contact most of the time with their neighbors. After a century of statehood our society has become much more complicated and restrictive because of necessity. Lo and behold many of those pioneer descendants went off to learn how to harness those Laws of Physics to design highways and motor vehicles that have become very efficient death machines. In rural areas today I'll wager a bet that the majority of the miles you travel on public roadways are on hard surfaced roads where highways speeds of 55 mph and above are common. When you review the statistics that 50% of us will likey be involved in a serious accident sometime during our lifetime, I don't see how you can fail to support Senate Bill 111.

As Health Projects Chairman of the Montana Medical Association Auxiliary representing nearly 800 physician spouses, it is my job to be involved with projects that will improve the health and quality of life of the citizens of Montana. Our greatest efforts are in the area of preventive medicine. From one year of age to 34 the greatest cause of death is motor vehicle accidents. Our spouses and other hosipital personnel who have to deal with these personal tragedies on a daily basis and their only cry is "What a tragedy ! or What a Waste!" Won't you join us in support of this measure that will reduce the deaths and injury to the citizens of Montana.

As the spouse of a physician, I have been aware of the efforts for cost containment in the health care field. This is one area that we can prevent the escalation of insurance and medical care costs from injuries and death due to motor vehicle so, I appeal to you as our representatives in the House to support Senate Bill 111 to make the use of seat belt mandatory in the state of Montana.

Thank you.

13
3-19-87
SB 111

WITNESS STATEMENT Date: 3/19/87

Name DAVID LACKMAN

Committee On House Human Services

Address 1400 Winne Ave. , Helena, MT 59601

Date March 19, 1987

Representing American Public Health Assn.
~~Montana Public Health Assn.~~

Support XXXXXX YES

Bill No. SB 111 Require use of seatbelts by occupants of a motor vehicle Thurs. 12: 30 P.M. Room 325.

Oppose

Amend

AFTER TESTIFYING, PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

Comments: Our associations strongly support this bill. My instructions are contained in the preamble to an Action Resolution: WHEREAS: Motor vehicle crashes

1. are the fourth leading cause of death in the U.S., the leading cause of death in the 5-34 age group, ranked third behind cancer and heart disease as the leading cause of death in the 34-44 age group, more costly to society than heart disease or stroke, and accountable annually for an estimated 11 million days of lost work time; and WHEREAS: The technology for greatly reducing the risk of death and injury from

2. automobile crashes already exists in the form of effective occupant-protection devices like safety belts- Therefore, I have been instructed to do everything possible to insure enactment of this legislation.

As in previous testimony, I now refer you to the last annual report of the Montana Highway Patrol - truly a serious indictment of our behaviour on the

3. highways of the state. Only 29.5% of Montanans consistently use ~~x~~ seat belts.

Fatal injury: Seat belt used : 17
Seat belt not used: 128
Incapacitating injury: Seat belt used 188
Seat belt not used: 1313

4. In those cases where a seat belt was used; the injury often occurs when an unprotected head impacts a hard object. That is an argument for shoulder restraints and air bags.

My first experience with restraints in vehicles occurred during WWII. At Camp Hood, I was often involved in analysis of accidents. The use of restraints in Jeeps resulted in quite a reduction in injuries; and the use of belts in Tank Destroyers was mandatory.

When are you going to stop attempting to regiment us with laws & regulations ? When education fails, and your behaviour affects the lives of others deliteriously, we in public health will continue this path.

Mention should also be made of the effect of accidents on the cost of medical care. They have a considerable impact on the Medicaide budget- which is already out of control.

We wholeheartedly support the Montana Safety Belt Coalition; their data and conclusions. We urge enactment of SB 111.

THANK YOU

Itemize the main argument or points of your testimony. This will assist the committee secretary with her minutes.

FORM CS-34
1-83

16
3 19 8
SB 111

American College of Surgeons

FOUNDED BY SURGEONS OF THE UNITED STATES AND CANADA, 1913

STATE COMMITTEES ON TRAUMA

STUART A. REYNOLDS, M.D., F.A.C.S.
Chairman, Montana Committee
120 Thirteenth Street
Havre, Montana 59501
(406) 265-4333

March 10, 1987

Representative Budd Gould
Capital Station
Helena, MT 59620

Dear Representative Gould:

I have received information that Senate Bill No. 111, regarding mandatory seat belt use, has been referred to your Committee from the Senate. I believe I have information that would be of use to you in deliberations regarding this bill.

By way of introduction, I am a practicing surgeon in a rural area and am Chairman of the Montana Committee on Trauma for the American College of Surgeons. I am also a member of the Central Committee for the American College of Surgeons, hopefully representing the interest of rural trauma care.

The Montana Committee on Trauma is comprised of eight physicians, from Montana, who are either surgeons or non-surgeons and who have a special interest in the management of the acutely injured. This Committee, along with other physicians who are instructors, has carried on a program of training in trauma care for Montana physicians, since 1980, entitled Advanced Trauma Life Support.

The Montana Committee on Trauma met in February, 1986, and after extensive discussion formulated a statement regarding the use of seat belts. A copy of that statement is included with this communication. These physicians strongly recommend the mandatory use of seat belts with reasonably stiff civil penalty for failure to do so.

I have also enclosed a copy of two pages of the April, 1986, newsletter of the American Trauma Society. This letter quotes an excellent study done in the United Kingdom following the passage of mandatory seat belt use laws in that country in 1981. That study indicates unequivocally that seat belt use results in fewer deaths and fewer serious injuries in front seat passengers.

I have also enclosed a copy of an article, from the Journal of Trauma, November, 1986, regarding the New York state mandatory seat belt use law. This study indicates that a mandatory law does

16
3 1987
SB111

indeed result in the marked increase in the use of seat belts and, consequently, in the marked reduction of serious injury or death.

Whereas there is much debate regarding the efficacy of mandatory seat belt laws, it appears that those states that have passed laws thus far have seen a positive affect. Two studies entitled "Injury in America" by the National Research Council, one done in the late 60s and the latest in 1985, strongly indicates that the use of seat belts markedly reduces serious injury and death.

Since studies have unequivocally shown that seat belts do reduce morbidity and mortality, and hence overall cost to state agencies that care for the permanently disabled, and that there is a change in behavior related to mandatory seat belts, I strongly recommended, as exhibited in the enclosed reference material, that Senate Bill No. 111 be acted upon favorably.

Although most of my concern is for the medical aspects of seat belt use in trauma, there is a more important civil factor involved. I think that anyone who looks at the experience of Montana or any other state will find that individuals disabled by accidental means inevitably end up being supported by the tax payer. This occurs through the usual disability programs. Any method which would reduce the disability and mortality of trauma should be supported not only for medical reasons but from the standpoint of reducing long-term disability costs to the tax payer and state governments.

Although my schedule has me out of the state on the 19th of March, I am certain that you can receive information regarding this bill, that represents the Committee on Trauma, from Doctor Jack McMahan who has been long involved in legislative activities and is a member of the Montana Committee on Trauma.

Sincerely,

S. A. Reynolds, M.D.

SAR/sh

Enclosures (3)

CC: Representative Bob Bachini
Representative Robert Gilbert

PHYSICIAN STUDIES SEAT BELTS: INCREASE USE, DECREASE INJURY

by Carl A. Soderstrom, MD

Seat belts are worn by only about 10% of American vehicular passengers (1). It is estimated that routine wearing of seat belts could prevent almost 20,000 unnecessary deaths and more than 30,000 moderate to severe injuries resulting from vehicular crashes each year (1,2).

In view of such conservative estimates, it is difficult to explain why only 17 states have passed laws mandating seat belt use and why, as of January, 1986, only 13 states have enacted them. (The other four states are not scheduled to enact their laws until mid-1987.) Since New York's implementation in early 1985, deaths from vehicular crashes in that state have declined 33%, a decease directly attributable to the mandatory seat belt legislation (3).

A study recently conducted in the United Kingdom showed the benefits of routine seat belt use. At a special Grand Rounds presentation June 3, 1985, William H. Rutherford, MD (a Consultant Surgeon in Accident and Emergency Medicine from the Royal Victoria Hospital in Belfast, Ireland, and one of the study's principle investigators) presented prepublication data and results from the study to the staff of the Shock Trauma Center of the Maryland Institute for Emergency Medical Services Systems in Baltimore. The report has since been published by the government press in London (4).

Background

In July, 1981, The Houses of Parliament in London passed a Transport Act that required front seat vehicular occupants throughout the United Kingdom to wear seat belts. Within 10 days after passage of the Act, a plan to study the legislation's effect on injury and death was conceived. This prospective study included the 1-year periods before and after January 31, 1983, the date on which the provisions of the Act went into effect.

The Study

The study population comprised approximately 14,000 patients who were injured in automobile crashes and who arrived alive and were treated at one of 14 designated hospitals throughout the United Kingdom (eight in England, two in Scotland, three in Northern Ireland, and one in Wales). These hospitals were selected for their ability to provide high quality data. (Although not randomly selected, these hospitals received patients from rural, urban, and freeway vehicular crashes, a mix reasonably representing all vehicular crash experiences in those countries.)

In addition to basic patient identification data, collected information included dates and times of injury, types of injuries, occupant position in the vehicle, and whether or not the patient was wearing a seat belt.

The study had two aims: 1) to evaluate compliance to the new legislation and 2) to evaluate the seat belt itself.

Results

Prior to implementation of the mandatory seat belt law, the voluntary compliance rate was 35%, largely a result of public service advertising campaigns. Within days of the law's implementation, this rate increased to 95%, a level that remained essentially unchanged during a poststudy monitoring period.

Table 1 gives detailed statistics of the law's effect; in general, it resulted in fewer hospitalizations and fewer/less severe injuries. One category, however, showed an increase: major head injuries for vehicle drivers. It is postulated that this increase was due to the design of the retractable seat belts (then standard equipment in United Kingdom vehicles) and that, at certain speeds, the lap belt holds the pelvis in place while the shoulder harness allows the driver to move forward, causing contact between the driver's face and the steering wheel.

Dr. Rutherford speculated that this mode of injury could be prevented by adding a small compressed air device to activate the retractable belt more quickly and/or installing an airbag device in the steering column.

Comments

Dr. Rutherford noted that, "Some people have suggested that wearing seat belts would make drivers feel safer and that they would drive more dangerously, causing as many extra injuries to others as were saved by the use of seat belts. If this did happen, one would expect an increase in death and injuries to people in the rear (continued on p. 7)

SEAT BELTS...

(continued from p. 2)
seats. In fact, a small increase might be expected due to people moving from the front passenger seat to the rear to escape litigation which applies only to front seat passengers. The complete absence of any increase in death or injury to rear seat passengers is strong evidence that this 'risk compensation theory' does not apply in the case of seat belt wearing."

Observing patterns of compliance in the incidence of injury also attests to the effectiveness of seat belts in protecting vehicular occupants. It was noted that, from 11:00 pm to 8:00 am, the use of seat belts fell and the severity of injuries increased as did the incidence of severe injury. Dr. Rutherford notes that the study was undertaken to determine, via statistical testing, if the wearing of seat belts had an effect on certain injuries. He concluded that "the report suggests there were also many other injuries that were reduced but, as they were not predicted to do so, no claims have been made respecting them. However, there is no doubt in the United Kingdom that the legislation has been spectacularly successful."

Table 1: Study Results

Parameter	Change Drivers	Change FSP
Nonhospitalizations	- 10%	- 22%
Hospitalizations	- 23%	- 43%
Hospital bed days required	- 25%	
Multiple major injuries	- 20%	- 35%
Facial wounds	- 44%	- 63%
Eye injuries		
General	- 40%	
Penetrating	- 83%	
Significant lung injuries	- 33%	- 58%
Brain injuries	- 38%	
Head injuries		
Major	increase	decrease
Minor	decrease	decrease

References

1. US Dept. of Transportation-National Highway Traffic Safety Administration: The Automobile Safety Belt Fact Book. Washington, DC, Government Printing Office, 1982.
2. Mawson AR, Biundo JJ: Contrasting beliefs and actions of drivers regarding seat belts: a study in New Orleans. J Trauma 25:433-437, 1985.
3. Scheier RL: More states passing seat belt use laws. AMA News, Aug. 9, 1985.
4. Rutherford WH, Greenfield RT, Hayes HRM, Nelson JK: The Medical Effects of Seat Belt Legislation in the United Kingdom. London, Government Press, 1985.

[Dr. Soderstrom is Assistant Professor of Surgery at the Shock Trauma Center.]

AMERICAN TRAUMA SOCIETY 1986 MEETING
MAY 14 - 16, 1986 WASHINGTON, DC

REGISTRATION FORM: RETURN TO ATS, PO BOX 13526, BALTIMORE, MD 21203

Name:_____

Address:_____

City/State/Zip:_____

Home Phone:_____ Work Phone:_____

Representing:_____
(Board, Division, Instititional Member, House of Delegates, Exhibitor, Interorganization)

Registration Fee (to cover cost of meals/receptions only): Member - $125.00 Nonmember - $150.00

EXHIBIT 10
DATE 3/1987
HB SB 111

American College of Surgeons
Montana Committee on Trauma

Statement Regarding Mandatory Use of Seat Belts

It is the opinion of the Montana Committee on Trauma that the use of seat belts or other passive restraint devices, in motor vehicles, has been proven to reduce both mortality and morbidity resultant from motor vehicle accidents.

The Montana Committee on Trauma strongly recommends legislation to mandate the use of seat belts and/or passive restraint devices in all motor vehicles licensed by the State of Montana.

0022-5282/86/2611-1031$02.00/0
THE JOURNAL OF TRAUMA

SEND TO COALITION 38TH N REFERENCES

FILE: SEAT BELT

Vol. 26, No. 11
Printed in U.S.A.

EXHIBIT 5
DATE 3-12-87
HB SB 11

New York State Mandatory Seatbelt Use Law: Patterns of Seatbelt Use Before and after Legislation

BENJAMIN W. PACE, M.D.,* RICHARD THAILER, RPA-C, AND THOMAS G. KWIATKOWSKI, M.D.†

A mandatory seatbelt use law, the first such law in the nation, became fully in force in New York State as of 1 January, 1985. We studied seatbelt use among drivers and front seat passengers involved in motor vehicle accidents for a 3-month period pre-legislation (Phase 1), and a 5-month period post-legislation (Phase 2), to determine if this type of compulsory law, providing civil fines of $50 for violators, changes seatbelt use behavior. The reported use rate among drivers rose from 21% pre-legislation to 47% post-legislation ($p < 0.01$). The use rate among front seat passengers rose from 21% to 40% (not significantly different due to the small number of occupants recorded in this position). A highway survey (Phase 3) noted the use rate in New York City and surrounding counties to be 63%, a marked increase from the published pre-legislation value of 16%. We conclude that mandatory seatbelt use legislation is effective in significantly increasing seatbelt use and urge physicians to seek similar legislation in every state.

Motor vehicle accidents account for considerable disability and loss of life. They are the leading cause of death for young adults ages 15 to 24 years (5, 9) producing more paraplegics and quadriplegics than all other causes combined (4). Approximately 2.7 million injuries and 37,000 deaths occur annually among motor vehicle occupants, with a cost to the nation in the tens of billions of dollars. Yet despite the presence of lap and shoulder belts in every car sold in the United States since 1968, and a substantial body of convincing evidence as to their effectiveness, seatbelt use rates average an extremely poor 14% nationwide (9). Prompted by these facts and a similarly poor 16% statewide seatbelt use rate during 1984, New York State enacted the nation's first mandatory seatbelt use law, enforced as of 1 January, 1985. In essence, the law requires that all drivers and front seat passengers be restrained by a seatbelt, providing civil fines of $50 for violators. But does this type of compulsory use law change behavior? To determine this we examined seatbelt use in New York State among drivers and front seat passengers involved in motor vehicle accidents before and after the enforceable date of this legislation. Our data comprise the basis of this study.

From the Queens Hospital Affiliation of Long Island Jewish-Hillside Medical Center, Jamaica, and the State University of New York at Stonybrook.

* Physician-in-Charge of Trauma, Department of Surgery, Head of Emergency Surgical Services, Emergency Department.

† Physician-in-Charge of the Emergency Department, Department of Community Medicine and Ambulatory Care.

Address for reprints: Benjamin W. Pace, M.D., Queens Hospital Center, Room A57, 82-68 164 Street, Jamaica, NY 11432.

METHODS

Phase 1. Pre-legislation (October through December 1984). New York City Emergency Medical Service paramedics and technicians working out of Queens Hospital Center were encouraged to complete a checklist survey of seatbelt use at the scene of motor vehicle accidents. To be complete, this required information on all of the occupants of all of the vehicles involved, whether or not occupants were injured or transported to a hospital emergency department for treatment. Occupants involved in motor vehicle accidents, rather than all motor vehicle occupants, were chosen for study as they represent the population at risk.

Phase 2. Post-legislation (January through May 1985). Methods similar to Phase 1 were employed.

Phase 3. (April 1985). A highway seatbelt use survey was conducted in several counties in and around New York City. Seatbelt use by occupants in late model cars with lap/shoulder belt restraints was easily identified by observing drivers and passengers on local highways. The purpose of this phase was to compare our seatbelt use rates (as noted among those involved in accidents) with the occupant population in general, as well as to compare our Queens County data with counties outside of New York City.

RESULTS

Phase 1 & Phase 2. Reported overall seatbelt use among occupants of autos involved in accidents showed a significant change, increasing from 23% to 39% ($p < 0.05$). Most important, of those affected by the new law, driver seatbelt use jumped from 21% prelegislation to 47% post-legislation ($p < 0.01$) while front seat passenger use rose from 21% to 40% (not statistically significant; however, the number of occupants recorded in this position was small). These results are listed in Table I.

Phase 3. Seatbelt use among drivers in the various

TABLE I
Seatbelted occupants involved in motor vehicle accidents

	All Occupants	Drivers	Front Seat Passengers
Prelegislation (Oct–Dec 1984)	23% ($n = 61$)	21% ($n = 39$)	21% ($n = 14$)
Post-legislation (Jan–May 1985)	39% ($n = 125$)	47% ($n = 60$)	40% ($n = 40$)
Statistical level	$p < 0.05$	$p < 0.01$	$p < 0.20$

TABLE II
April, 1985: Highway survey of seatbelt use among drivers

County	%	N
Queens*	45%	60
Bronx*	53%	45
Nassau	65%	23
Westchester	68%	40
Rockland	64%	44
Sullivan	61%	46
Orange	68%	31
Totals	63%	281

* New York City use overall 46%.

counties studied ranged from 45% to 68%, being 63% overall. The seatbelt use rate in New York City was 46% while in the more suburban counties was a significantly better 68% rate ($p < 0.01$) (Table II). Interestingly, the results of the highway survey conducted in Queens County revealed a 45% seatbelt use rate, not significantly different from the 47% rate reported among individuals involved in motor vehicle accidents.

DISCUSSION

There is clear evidence that seatbelts provide occupant protection. A Swedish study in the 1960's reported data on 28,000 accidents. There were no deaths among seatbelted occupants in accidents at speeds under 60 m.p.h. However, even at speeds under 20 m.p.h. deaths were reported for nonseatbelted occupants. There were also twice as many injuries among nonseatbelted occupants independent of speed (1, 9). In another study, The National Highway Traffic Safety Administration (NHTSA) analyzed 15,000 towaway collisions. They found nonbelted occupants were three times as likely to suffer serious injury and three and one half times as likely to be killed in those accidents (8, 9). The NHTSA that same year estimated that nationwide nearly 9,000 lives and 300,000 injuries would be prevented if a seatbelt use rate of 80% could be achieved, with a savings of 50 million dollars per state (6). The crux of the problem is getting people to use their seatbelts. Seatbelts, by law, have been standard equipment in every car sold in the United States since 1968. Yet, as recent as early 1984, 85% of the population would rather step around and sit on their seatbelts than wear them (9). Other countries have tackled the same problem with mandatory seatbelt use laws, with good results.

In 1971, Australia mandated seatbelt use with utilization rates increasing from 25% to as high as 75% durin the first 9 months post-legislation. Additionally, the us rate did not taper off with time, rates as high as 80% being recorded 2 years later. Of 18 countries with c pulsory use laws, 16 have use rates greater than 60% with one half of the countries reporting rates greate than 80%. In these 18 countries, the concomitant injury reduction was 10 to 30%, being 48% in Australia amor a high-risk group, ages 17–29 years. More importar highway fatalities were reduced 12–55%, an enormous savings of life. In sharp contrast, voluntary seatbelt use campaigns in the United States on a local and natior level have failed (9).

The New York State compulsory seatbelt law is the first of its kind in the nation. For educational purpos as of 1 December 1984, any driver or front seat passen not wearing a seatbelt was issued a verbal warning. Fully in force as of 1 January 1985, any driver or front seat passenger violating the mandatory use law is punis d by a civil fine of $50, this fine not recorded on, nor ad d as points to, the driver's record.

During the period of this study, in 90% of cases, f s were issued only when vehicles were stopped for o er infractions, the authorities at this point unwilling to stop vehicles for lack of seatbelt use alone. Our pre- and post-legislation study indicates that this law has had a sig if icant impact on seatbelt use behavior. At 21% prelegis lation, the seatbelt use rate rose markedly to 47% amon drivers and 40% among front seat passengers po g islation within the area of Queens County ser b EMS out of Queens Hospital Center (Table I). This 47% driver use rate is similar to the 45% driver use rate note on our highway survey of Queens County (Table II leading us to believe that our conclusions based on acc dent statistics are applicable to the occupant populatio in general. In the counties surveyed (Table II) ge r. highway seatbelt use also improved from the pub hec prelegislation rate of 16% to an average of 63%, rangin from 45% to 68%. These data compare favorably with other independently accrued data, reporting an o ral use rate of 60% urban and 53% rural, ranging across th state from 43% to 80% (3). Most important, during t first 3 months post-legislation a 27% decline in ot vehicle related deaths was observed statewide. Th p alleled the increase in seatbelt use by 50% of the po lation (2).

We conclude that mandatory seatbelt laws, e m fied by the New York State law, do alter behavior, lead to a significant increase in seatbelt use. As of April 19 the states of Illinois, Michigan, Missouri, New er

TABLE III
Highway survey of seatbelt use amongst drivers

Pre-law	April, 1985	April and July, 1986
21% ($n = 39$)	63% ($n = 281$)	37% (n =

and New Mexico have followed suit by enacting mandatory seatbelt legislation. Twenty-seven other states have such legislation being reviewed, while bills have not been introduced or have failed in another 18 states (7). As noted by Trunkey in a recent editorial in this *Journal*, the only effective means available to date of reducing the carnage related to motor vehicle accidents is through prevention (10). Indeed, physicians should be in the forefront of these efforts. Seatbelts provide a universally available, simple method of prevention when used. As concluded, mandatory-use seatbelt legislation achieves this end. A 27% reduction in motor vehicle deaths has occurred with an increase in seatbelt use in New York state of nearly 50 percentage points. Extrapolating this data, a 50% reduction in motor vehicle deaths could be achieved if *EVERY* New York State resident wore a seatbelt. This, taking the NHTSA estimates to heart, would in addition to saving lives, save the state tens of millions of dollars annually. We believe every state should adopt lifesaving mandatory seatbelt use legislation and urge law enforcement officials to strictly enforce these laws where they already exist.

Acknowledgments

We would like to thank the paramedics and the emergency medical technicians of Queens Hospital Center, Ms. Glajch of the Automobile Club of New York, and Judy Pace for their efforts in collecting data for this study.

REFERENCES

1. Bohlin, N. I.: A statistical analysis of 28,000 accident cases with emphasis on occupant restraint value. *Eleventh STAPP Car Crash Conference Proceedings*, Society of Automotive Engineers, NY NY, 1976.
2. "Good Start for Belt Law." Gannett Westchester Newspaper, May 2, 1985.
3. The Highway Loss Reduction Status Report. Washington, D.C., Insurance Institute for Highway Safety, March 16, 1985; 20(3): 1–2.
4. Kraus, J. F., Franti, D. E., Riggins, R. S., et al.: Incidence of traumatic spinal cord lesions. *J. Chron. Dis.*, 28: 478–483, 1975.
5. National Center for Health Statistics. Washington, D.C., U.S. Department of Health and Human Services, 1981.
6. The National Highway Safety Needs Study. Washington, D.C., U.S. Department of Transportation, 1976.
7. Public Affairs Division. Washington, D.C., Highway Users Federation, personal communication, 1985.
8. Remfust, D. W., Silva, C., Seils, A. F.: A statistical analysis of seatbelt effectiveness in 1973–1975 model cars involved in tow away crashes. Washington, D.C., National Highway Traffic Safety Administration, U.S. Department of Transportation, 1976.
9. *The Safety Belt Proponent's Guide*. Highway Users Federation and the Automotive Safety Foundation. 1984; pp. 2–5; 11–13; 28–30.
10. Trunkey, D. D.: A plea for surgical leadership (editorial). *J. Trauma*, 25: 461, 1985.

Addendum

Phase 4, April and July, 1986, a repeat of our highway survey, was conducted in a manner similar to Phase III, by observing drivers and passengers. The purpose of this phase was to evaluate the long-term effect of the New York State law on seatbelt use. The results (Table III) indicate a marked, statistically significant ($p < 0.001$) drop in seatbelt use amongst New York State drivers sampled, from 63% in 1985 to 37% in 1986. This latest rate, though, is still a statistically significant increase from the driver seatbelt use rate of 21% recorded before the legislation was enacted ($p < 0.05$). We are encouraged by the fact that an increased number of drivers are still buckling up since the law went into effect. On the other hand, the decline in belt usage is an undesirable trend. We attribute the decline to a lack of ongoing public education and awareness programs. There also appears to be a lack of strict law enforcement in this regard. Should the current rate of decline continue, seatbelt use in New York State would return to that noted before the institution of the law by the summer of 1987, with an expected return to the highway carnage of the past.

EX. 20
DATE 3-15-87
HB SB111

Chairperson Gould and Members of the Comittee,

I am Sarah Schuller a third grade from Jefferson School in Helena.

I think you should vote for SB111 because one time my grammia and I were driving and my door flew open next to a semi. Luckily I had my seat belt on or I would have been dead.

Please vote for SB111.

Thank you.

EXHIBIT 21
DATE 3-1-87
HB SB111

Chairperson Gould and Members of the Committee,

I am Jesse Foulton, a third Grader from Jefferson School, in Helena.

I am for SB111 and I was against it. I changed my mind about it because before they could look in your car and now they cant. Another is my gramma got a new car and it has shoulder straps in the back so the seat belt wont hurt you.

Please vote for SB111.

Thank you.

3/13/87
SB 111

Chairperson Ford and Members of the Committee,

I am [illegible] at Jefferson [illegible]

[illegible] SB 111 [illegible] my [illegible]

[illegible] SB 111.

[illegible]

EXHIBIT 3
DATE 3/5/87
BILL NO. SB 111

Chairperson Gould and Members of the Comittee,

I am Diane Meaer, a third grader from Jefferson School in Helena.

Please vote for SB 111. One time Barbe went to the office for something and Nathan was in his carseat and the seatbelt wasn't tight and Nathan had a heavy snowsuit on and the carseat tipped over and by the time Barbe got out to the car Nathan was blue. She rushed him to the doctors and Nathan was alright. Now she takes him everywhere with seatbelts on.

Please vote for SB 111.

Thank-you.

Chairperson [illegible]
of the Committee,

[illegible]
guide [illegible]
[illegible].

[illegible]
[illegible] at [illegible]
and [illegible] mom and [illegible] were
going to town, a snow [illegible]
[illegible]. My dog
[illegible] black [illegible]
[illegible] so the [illegible]
[illegible] of [illegible] would not [illegible]
[illegible]. [illegible] hope, [illegible]
[illegible] the [illegible] the [illegible]
[illegible] got [illegible]
[illegible] and [illegible] still [illegible]
[illegible]. [illegible]
[illegible] at [illegible]
[illegible] better [illegible].

[illegible]
[illegible].

25
3/9/87
SB111

Chairperson Gould and Members of the Committee,

I am Crystal Mohr, a third grader from Jefferson School in Helena.

I am for SB111 because seat belts can save lives and I think that they're made to wear. My family likes seat belts because they work.

Please vote for SB111.
Thank-you

SB 111

Chairperson Gould and Members of the Committee,

I am Matt Jeffcoat, a third year student from Great Falls High School in Great Falls.

I am for SB 111 because it would be a lot more fun if we had smaller classes. I think that we people that don't know anything are wrong about not wanting smaller classes. I hope the bill passes for the sake of education in Montana.

Please vote for SB 111.

Thank you

3/7/07
SB111

Chairperson Gould and Members of the Committee,

I am Mae Worthy a third grader from Jefferson Lewis & Clark in Helena.

I think SB111 should pass and we have been working on it. I think it should pass because if it doesn't pass it would harder for people to get used to them. Some people say that get thrown out of the nest but that does not happen very much.

Please vote for SB111.

Thank you.

3-5-07
SB 111

Chairperson Gould and
Members of the Committee,

I am Alana McCartney a third
grader from Jefferson School in
Helena.

I used to be against SB111 be-
cause you could get squished livers
from the lock seatbelts because
they are where your liver is. But
when we were on the way home
from Butte we spun around
went off the road. No-one was
hurt but we could have been hurt
bad if we had not had our
seatbelts on.

Please vote for SB111.

Thank you.

S.B. 7
B/11

Chairperson [illegible]
of the Committee,

I am [illegible]

[illegible] do
not [illegible]
[illegible] as [illegible]
[illegible]
[illegible]
[illegible]

[illegible]

[illegible]

3/27/
HB 111

Chairperson Gould and M[illegible]
of the Committee,

I am B[illegible]
third grade [illegible]
School in Helena.

I think [illegible]
[illegible]
[illegible]
[illegible]
[illegible] to cont[illegible]
[illegible] atbelt.
[illegible]

Please [illegible]

Sincerely,

[illegible]

Chairperson Gould and [illegible]
Committee,

I [illegible]

I [illegible]

33
3-19-87
SB111

Chairperson Gould and Members of the Committee,

I am Brooke Anderson, a third grader from Jefferson School in Helena.

I think you should have to wear seatbelts. You should wear seatbelts. Seatbelts have saved many lives because you're strapped in.

Please vote for SB111.

Thank-you.

3-4-87
SB 111

Chairperson Gould and Members of the Committee,

I am Ashley Adams, a third grader from Jefferson School in Helena.

I think you should vote for SB111. It would save money for people. Insurance money would go use because when people have a accident other people have to pay for it.

Please vote for SB111.

Thank-you.

3 Pgs

Chairperson Gould and members of the Committee,

I am [illegible] in this [illegible] [illegible] in public.

[illegible] because [illegible] about [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible].

Please [illegible] SB [illegible]

Thank you

3-17-87
SB 111

Chairperson Gould and Members of the Committee,

I am Eric Ashley, a third grader from Jefferson school in Helena.

I'm against SB111 because seat belts get stuck a lot. When seat belts are on they often make blisters. Seat belts are good but a law is going too far.

Please vote against SB111.
Thank-you.

SB 111

Chairperson Gould and Members of the Committee,

I am Emily Wiedmann, a third grader from Jefferson School in Helena.

I am for SB 111. My dad could have died if he wasn't wearing his seatbelt. I think seatbelts are a good idea.

Please vote for SB 111.

Thank you.

38
3 F 87

Chairperson Gould and Members of the Committee,

I am Rev. [illegible] a third grader from Jefferson School. [illegible]

I am [illegible] SB 111 because so many kids have been [illegible] because of seatbelts. Almost every time I get in to the car I buckle up. My grandma and grandpa [illegible] a real bad wreck. My grandma only had a few scratches. But my grandpa had a bad wreck. He would have died if not for his seatbelt. I am glad he [illegible]

Please [illegible]

Thank you [illegible]

3/4/87
SB 111

Chairperson Gould and members of the Committee,

I am Lora Pyle, a third grader from Jefferson School in Helena.

I think that you should pass SB 111, It will save lives. My dad was in a wreck when he had his seatbelt on, It probably saved his life.

Please vote for SB 111.

Thank-you.

3/19/87
SB 111

Chairperson Gould and Members of the Committee,
(a third grader)
I am Travis Owens, from Jeffe- School in Helena.

Please vote for SB 111. I was for it and I still am. I think we should make it a law, not a thought. I think we could save hundreds of lives.

Please vote for SB
Thank you.

55
3-19-87
SB111

Chairperson Gould and members of the Committee,

I am Holly Hamill, a third grader from Jefferson School in Helena.

I am for SB111 because I think it is safer. I was against SB111 in the Senate. Seatbelts save lives. If you weren't wearing your seatbelt and you came to a short stop, that could be the end of your life

Please vote for SB111.

Thank you.

54
3 15 87
SB 111

Chairperson Gould and members of the Committee

My name is Jennifer Moerer. I'm here to talk to you today about SB111. This bill should pass because seat belts do save lives.

If you're in a car wreck and you're not wearing your seat belt there's a possible chance you can get killed. If you're wearing your seat belt, you could just get a few bruises.

Most fatal accidents happen when you're 20-25 miles away from your home. So it's just as important to wear your seat belt in town as when you're on the highway.

Please vote for SB111 or maybe you could end up seriously injured or maybe even dead.

Your friend,

Jennifer

Good afternoon Chairperson Gould and members of the committee

I am Josh Adamson from Jefferson School. I am for SB111.

I watched a crash. A lady and a boy crashed front first into a truck. The front bumper came off when they hit. They had on their seatbelts and they were not hurt.

Please vote for SB111 Thank you

Josh Adamson

EXHIBIT 6d
DATE 3-15-87
SB 71

Good [illegible] committee, My [illegible] Senator. My [illegible] bill. This bill is important because [illegible] will save lives [illegible] with [illegible] been [illegible] with your [illegible] vote for [illegible] bill.

Thank you.

Good afternoon Chairperson Gould and members of the committee. My name is Andrea Hoddick and I'm in the sixth grade at [illegible] school. I am a proponent because the safety belt can help prevent death. For all the people who died they could have been protected by wearing their seatbelts. Those people who didn't wear their seatbelts and died weren't the smart ones. So for you smart ones wear your seatbelts and help support S.B. 71. Thank you!

EXHIBIT 6
DATE 3/9/87
HB SB111

[illegible]

Good afternoon [illegible] members of the committee.

My name is [illegible] Anderson. Seatbelts help prevent more deaths. In 1980 almost 30,000 people died in vehicle accidents because they were not wearing their seatbelts. If you are not wearing your seatbelt and you crash [illegible] out of the [illegible] you are [illegible] more likely to die. I encourage everyone to wear their seatbelts because you only have one life to live.

Thank you

Representative Gold and members of the Committee. 3/19/81

My name is Jim Unger and I am here today to speak for S.B. 111.

Why not spend less than 10 seconds buckling your seatbelt. Why save your life? Why buckle up? The effectiveness of 70% safety belt usage is 327,000 injuries reduced or prevented annually.

So please, vote "yes" for life and "no" for death. Buckle up.

Thank you.

Representative Scott and members of the Committee

3-15-7
SB 111

My name is Natasha Hesser and I'm here today speaking on behalf of Senate Bill 111. There are many reasons for this bill but the main one is it saves lives. In 1985 there were 17,935 accidents reported in Montana. Of these accidents, there were 223 fatalities, 8700 injuries & 1314 million economic loss. Only 29% of Montanans wear their seatbelts regularly. Safety belts could prevent 40 to 100% of the traffic fatalities and reduce the number of serious injuries annually. Buckle up - your life might depend on it.

Thank you for your time.

[illegible]

security

Chairperson Gould
and Members of the Committee

Exhibit 64
Date 3 [illegible] 1987
SB 111

My name is Chris Nelson. I attend [illegible] School and I am here [illegible] SB111. If you could [illegible] extra [illegible] safety belts. I don't know any people [illegible] up this small [illegible] saving device that takes [illegible] seconds to strap. It is so easy as that. I would rather [illegible] up than be dead.

Thank you
Chris Nelson

Representative Gould and members of the Committee

Hello, My name is Katy Seitz and I am here as a proponent of SB111, I am asking you to consider passing this bill.

In 1985 there were 17,938 accidents reported in Montana. Of these accidents, there were, 223 fatalities 8,702 injuries and $134 million dollars in economic loss. Only 29% of Montanans wear seat belts regularly. Seat belts could peevent 40 to 50% of the traffic fatalities and reduce the number of injuries by 45 to 55% annually.

If at least 80% of Montanans buckle up, we could benefit annually by saving 70 lives, preventing 1,120 injuries, and saving $56 million dollars. So please support SB111

Thank You

Katy Seitz
Jefferson School
Age 11
March 11th 1987

Good Afternoon Chairperson Gould and members of the committee.

EXHIBIT 3
DATE 3-15-87
HB SB111

My name is Matt Garrington. I am in the sixth grade at Jefferson School. I am in favor of Senate Bill 111. Here are some facts that will make you more interested in SB111:

Safety belts have cut fatalities, in Montana, 60 to 70 percent. An unbelted person is 5 times more likely to be killed, 3 times more likely to be injured, and pay 4 times more for medical care than a belted person.

I hope you consider these facts well. I hope you vote for Senate Bill ---.

Representative Gould and Members of the committee,

Hello, my name is Jes[illegible] I am for S.B.111. I hope you are too. Many people may [illegible] unless you [illegible] S.B.111 Which would [illegible] and make you [illegible] click or pay hun[illegible] Your vote [illegible] save [illegible] my [illegible] te for S.B.111. Thank [illegible] for your time.

3.28.87
SBIII

[illegible] 6/6
3-1287

[illegible]

In 1935 [illegible]

[illegible]

[illegible] today.

[illegible]

Chairperson Gould and Members of the committee
My name is Rachel Clark and I'm here to talk about SB 111
SB 111, I think it should pass and I hope you do, too. It's all up to you. It's already passed through the Senate. I would like you to think about what you're doing. If you pass this law you will be saving hundreds of lives. So please, think about what you're doing. It might help

Thank you for listening

Dear Representative Gould and Members of the Committee.
My name is Teresa Thomas and
I'm here in support of Senate Bill 111.

The seat Belt Bill Introduced by Mike Hall again.
Democrat of Missoula, Provides that occupants in a vehicle must wear a seatbelt.

Studies show of actual traffic accidents have shown that the second collisions are the cause of injuries. This occurs after a car hits another car or object. The unbelted occupants of the auto are thrown into the windshield, doors, or other surface. A person weighing 85 pounds crashes with a force of 4,500 pounds. You can prevent second collisions by wearing a seat belt. It's that simple.

Thank you.

69

Date 3-19-87
SB 114

Good afternoon Chairman Gould and Members of the Comittee,

My name is Alex Brown. I attend 6TH grade at Jefferson Elementary in Helena, Montana.

I am concerned about the numbers of deaths and injuries that happen on the streets of Montana year due to people who refuse to wear seatbelt. I know that seatbelts might be uncomfortable on long drives or trips but, think of what it could save you.

I know that during a typical 75 year lifespan most people will experience a traffic crash. You have a 30% chance of suffering a disabling injury and have a 1 in 50 chance of becoming a fatality

Good afternoon Chairperson Gould and members of the committee, My name is Jason Redfield I am in the 6th grade at at Jefferson school I feel that Senate Bill 114 should be passed because it would save so many more lives and keep us from paying medical bills. Did know that a person wearing their seat belt [illegible] more apt to survive than a person not wearing their seat belt I hope this helps to convince you that Senate Bill [illegible] a good idea. Thank you for your time.

[illegible] chairperson Gould and [illegible] DATE 3/19/87
[illegible] SB111

[illegible] mittee,

My name is Lyn [illegible] Attorney [illegible]
[illegible] SB111. I'm for [illegible]
[illegible] speeds, [illegible] tickets, and [illegible]
[illegible] today. [illegible]

Good afternoon chairperson Gould and members of the committee.
I think that SB111 should pass. If SB111 could pass, just think of all the mo-
ney you would save and the lives you would save. I am also concerned
about SB111 because of my uncle that died in 1983. He was coming home
and he went down Birdseye Rd. He turned a corner
and hit a lady (in a car) and flew out the window. The truck
rolled over him. Him die on the way to the hospital. I think that
a 2000 fine is fine, and will worth a life

Sincerely,

Nathan Frankforter

2/5/07
SB14

Representative Gould and Members of the Comm[illegible]

My name is Melanie C[illegible]. I am here to talk [illegible] about SB111. There are many people in this country that [illegible] the wearing seat belts but I think that if you [illegible] the seat belts.

I see [illegible] on TV [illegible] people [illegible] seat belts [illegible]. And they seem [illegible] that he smashed [illegible].

I [illegible]

I think [illegible] seat belts [illegible]

[illegible] seat [illegible]

[illegible]

[illegible] I think [illegible] my [illegible]

[illegible]

Good Afternoon Chairperson Gould and [illegible] of [illegible]

My name is C[illegible] and I am [illegible] SB111. I [illegible] seat belts [illegible]. I [illegible] a few [illegible] to [illegible] save a life. I know [illegible] Vote for SB [illegible]

Thank you!

Rep. Gould and Members of the Committee

My name is Paul Scherf. I'm here to talk about SB111.

If this bill does pass many lives will be saved in accidents. That doesn't mean people will live in a car accidents. It does mean that some lives will be saved and injuries prevented.

Vote for the seatbelt law you may save a life.

Thank You

[illegible] Gould [illegible]

[illegible] name is Sonya Vicsthy. I [illegible] support [illegible]

[illegible]e Bill 111. There are many reasons for wearing safety belts. [illegible]

[illegible]e reasons [illegible] we pay for them [illegible] we pay for [illegible]

[illegible] fact it is already a law that we [illegible]

[illegible] not bound anyone [illegible] about that.

another reason [illegible] some one gets [illegible]

cannot [illegible] insured people are the ones who were [illegible]

And that concludes my speech.

Representative Gould and Members of the committee

73
3-19-87
SB111

My name is Shannon Hornby. I would like to talk to you about SB 111.

If we do not pass this law we will have to have airbags. In a frontal crash of about 13 mph or more, airbags protect front seat occupants only in a frontal crash.

If you are not wearing a seatbelt when a car hits you you may be thrown around, But if you are wearing one you may be protected.

If you are not going to vote for this bill I hope you will. Thank you for your time.

74

3.19.57

SB 111

Good afternoon Chairperson. Gentlemen members of the committee,

My name is Colin Wiley of Jefferson High School. I am in favor of S.B. 111 for I am positive it will save lives.

Now, some people say things such as "It's just an insurance. Putting a seat belt on." This is not true. Putting on seat belts takes only a few seconds and it saves lives. People also state things like "I'm a perfect driver, I won't crash." This is too optimistic. A car crash can happen to anyone, and no one is perfect.

A car crash can happen anywhere and sometimes life is not worth a seat belt. Take for instance my father, Mike Wiley, was coming down from Holland Hills, found that a logging had tipped and had killed another man. The woman in

Good afternoon Chairperson Gould and members of the Committee,

3/25/97
SB 111

My name is Angie Morin, I am in 6th grade at Jefferson School.

I am in favor of Senate Bill 111. This bill is very important because this bill will save lives, yes it is the safest bill.

Each year there are thousands of fatalities on our highways and we can stop it by simply putting on the seat belt. Never when minutes later could save our lives.

I am here asking you to vote for Senate Bill 111

Thank You

Representive Gould and members of the Committee

My name is Dan Olson and I am here today to talk about SB 111.

I think you should have seat belts in cars because airbags cost about $175.00 and can be used once. Seatbelts, can be used over and over again. Plus, your car costs more with airbags. Thank you for your time.

3/4/87
SB 111

Good afternoon Chairman Gould and members of the Committee.

My name is, Nicole Pope and I am representing the 4th grade of Jefferson School. I am writing this in reference to S.B. 111. I hope you will consider my viewpoint. I am against this bill because I think it should be personal choice whether you want to wear your seatbelt or not.

I feel that most of the other traffic laws are very necessary and protect other people not just yourself.

In August there was a small study done on lapbelts showing that lapbelts can harm you. I think we should do further research of this finding before we try and pass this bill.

Right when I get in the car I buckle up, but why should we make other people if they don't want to?

This is my review on the bill, please vote against Senate Bill 111.

Thank you for your time,
Nicole Pope

3/19/91 SB 111

Good Afternoon Chairman [illegible]
Members and members of the [illegible]
Committee,

My name is Adelle [illegible] and I'm representing Jefferson Schools Fifth Grade. I'm writing this in reference to SB111. I hope you consider my position.

I oppose SB111 because it should be your choice if you want to wear your seatbelt.

At one time, a study was done on how laptbelts harm your insides. If this study shows this, shouldn't we do further studies?

43

3-5-87

SB 111

Good [illegible] Chairman [illegible]

and [illegible]

[illegible] School.

[illegible] the

bill [illegible] two [illegible] (I) [illegible]

back [illegible]

(II) [illegible]

[illegible]

And [illegible]

44
3/1/87
SB111

Good Afternoon Chairman Gould and members of the Committee,

My Name is Justin Dillavou and I am representing the fifth grade of Jefferson School.

I'm writing this letter in reference to Senate Bill 111. I'm for this bill because if this law is passed there will be less fatalities in Montana.

It's a fact that in your lifetime you will be in an injuring or even fatal car accident. Buckling up does help.

Did you know there was a man who was [illegible] accident which was estimated at 14-18 mph [illegible] that as a result of injuries. He also didn't have his seat belt on. Another man got in an accident which was estimated at about 25-30 mph and only received minor injuries. The man survived

This man was also wearing a seatbelt.

Please consider these facts when voting for S.B. 111.

Thank You,
Justin Dillard

45
3-19-87
SB111

Good Afternoon Chairman Gould and Members of the Committee,

My name is Brandi Cotton. I am representing the fifth grade of Jefferson school. I am writing this in refrence to S.B.111.

I am very much against S.B.111. It should be a personal choice if people wear seat belts or not. If the legislature passes S.B.111 they may make more laws like it and if they do it will be like the government is running our lives. Thank you for listening.

Brandi Cotton

46
3-19-87
SB 111

Good Afternoon Chairman Gould
and members of the Committee,

My name is Chris Nicholson and I am representing the 5th grade of Jefferson School. I am writing in reference to SB 111. I urge you to pass this bill and now I will give you my reason.

Reason #1: 6000 people a day are injured in a car accident in the U.S. Now, if we pass the bill we will lower the injury rate and we may encourage other state to do the same.

Reason #2: The Department of Transportation say that if all states dont have safety belt bills by 1989 it will pass a bill that all states must have passive restraints. With 6000 people being injured a day and 200 dying a week it will be a bit late.

Sincerely,
Christian Nicholson

47
3/5/87
SB 111

Good Afternoon Chairman Gould
and members of the Committee.

My name is [illegible] and I am representing the 5th grade of Jefferson school. I'm speaking in reference to SB 111. I am strongly supportive of this bill because I think it will save lives. Some people say that if we keep making laws like this we will be totally run by the government. But I'm sure that everybody in this committee [illegible] at least 1 bill. Well by doing that you're [illegible], throwing away your theory of the government not running our lives because the laws you are for will probably restrict us with our freedom just as much as this bill. And then there are those people who say the airbags are safer, why they [illegible] protecting the [illegible] if you sit in the front, but what happens to the back seat passengers? And then there is the issue of the back seat belts hurting your insides, well then why are they there? I hope you take into consideration my disappointment of this bill and I hope you vote yes for SB 111. Thank you.

48
3/15/87
SB 111

Good afternoon [illegible]
and members of the [illegible]
My name is [illegible]
Director of the [illegible]
Department of the [illegible]
Public Schools. [illegible] SB 111 [illegible]

1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]

[illegible]
[illegible] while [illegible] [illegible]

Thank you

4
3/1987
BILL

Good afternoon chairman Gould and memberes of the committee My name is Tom Dempsey and I am representing the fifth grade of Jefferson school.

Dear chairmen Gould
I am for the seatbelt because it saves many lives. I hope you're for the seatbelt too. It would be real if the seatbelt was a law Hope you pass the bill, good luck

Sincerely, Tom Dempsey

50
3 P.M.
SB 111

Good afternoon Chairman Gould and members of the Committee,

My name is Matthew Cain and I'm representing the fifth grade at Jefferson School.

I'm here opposing Senate Bill 111. I am against this bill because putting on your seatbelt is something people should decide on their own.

Also, if the state and 37 other states don't pass this bill or something like it by 1991, it will be mandatory to have passive restraints, like air bags or nonexpensive seatbelts.

Thank you for your time.

5
3.19.87
SB 111

Good Afternoon Chairmen Gould and the rest of the Commitee,

In the regards to S.B. 111, I am for the Bill. The reason why I am in favor of this bill is I am conserned about lives in Montana. Friends, Family, and Other People. Air bags might fail too. If you would pass the Bill, it would be saving the money of the Tax-payers. Please pass Senate Bill 111.

Sincerely,
Adam Luraas

52
3-15-87
SB112

Good afternoon Chairman Gould and members of the Committee,

My name is Cory Smith and I am representing the 9th grade class of Jefferson School. I would like to make a minute of the [illegible] time [illegible] Senate bill [illegible].

I would like money that it would [illegible] thousands of lives [illegible]. Even though it couldn't save all the people from a crash because the seat-belt may squish them [illegible] it's [illegible] nothing to [illegible].

Cory Smith

53
3-19-87
SB 111

Good afternoon Chairman Dorn and members of the committee, My name is Pat Larson and I am representing the Pink Team of Jefferson School.

I think that S.B. 111 should be passed because seatbelts save lives, protect people from getting seriously damaged, and keep you from flying through the window. I hope you consider my view point.

Thank you

54
3-19-87
SB 111

Good Afternoon Chairperson Gould and members of the Committee,

My name is Ryan Hildinger and I am representing the 8th grade of Jefferson School.

I think that S.B. 111 should be passed because it will save us the taxpayers money if someone in a serious wreck.

The safest part in the car is the seat because it is attached to the frame. So if you are attached to the seat by a belt you are actually attached to the frame and then if you are in a wreck you will stay in the seat.

So I am asking you vote in favor of S.B. 111

Sincerely,
[illegible]

55
3-19-87
SB 111

Good afternoon Chairman [illegible] and members of the Committee,

My name is [illegible] and I am in the fifth grade at [illegible] School. I'm writing this in reference to S.B. 111. I am very much in favor of this bill. I think it is much safer to use seatbelts. I hear from people that if the lap belt is worn [illegible]. Why don't you care about people's lives? People say it's government's business, and we may not like it, but we have laws to keep us a healthy country. I don't think a law should have to force us to hurt us even more. Thank you for your time.

5b
3-17-87
SB 11

Good Afternoon Ch[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

In 1986 there were 17,936 [illegible] Of these there were [illegible] fatalities, [illegible] [illegible]

[illegible]

Thank [illegible]

[signature]

Kyle [illegible]

51
3-19-87
SB 111

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] seat belts [illegible] want to [illegible] should [illegible] right to wear or not wear our seatbelts. Sometimes you can't hear if the seat belt is on. I think we should do some more studies on seat belts before we [illegible]. Please consider my [illegible] in making your final vote.

Thank you

VISITORS' REGISTER

HUMAN SERVICES AND AGING COMMITTEE

BILL NO. SENATE BILL NO. 111 DATE MARCH 19, 1987

SPONSOR SENATOR HALLIGAN

NAME (please print)	RESIDENCE	SUPPORT	OPPOSE
Jerry Driscoll	Helena, Mt.	✓	
Jim Manson	Helena	✓	
Joe Upshaw	Helena MAPP	✓	
Margie Sullivan	Helena SRS	✓	
Brent Dawson	Boulder MAHES	✓	
Larry Tobiason	Mt Auto Assn	✓	
Albert Goke	High Safety - Justice	✓	
Roland Fisher	Mt Bar Assoc - Helena	✓	
M. A. Mason	6342 Hwy 12 W, Helena		
Joe Brand	Self		✓
Melissa Martinka	Jefferson School	✓	
Tom Hollow	Jefferson School		✓
Nina Jamison	TSN	✓	
John Delano	TSN	✓	
Irv Hedegaard	Whitehall	✓	
R Budd Gould	Montana Legal Serv	✓	
Barbara Cooper	MT Nurses Assoc	✓	
Julie Harker	AR - Bozeman, Mt		X
Lee Metcalf	Helena	✓	

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FORM.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITORS' REGISTER

HUMAN SERVICES AND AGING COMMITTEE

BILL NO. SENATE BILL NO. 111 DATE MARCH 19, 1987

SPONSOR SENATOR HALLIGAN

NAME (please print)	RESIDENCE	SUPPORT	OPPOSE
Roger Sullivan	[illegible]	✓	
Terry [illegible]	[illegible]	✓	
[illegible]	Jefferson School	✓	
[illegible]	Jefferson School	✓	
Paul H. [illegible]	Alta Resources		✓
[illegible]	[illegible]	✓	
[illegible]	[illegible]	✓	
David Lockman	Montana Hire	✓	
[illegible]	[illegible]	✓	
[illegible]	[illegible]	—	
John W. Harlan MD	American Coalition of Citizens with Asbestos	✓	
[illegible]	[illegible]	✓	
[illegible]	[illegible]	✓	
Bill Leary	Mt. Hope Alliance	✓	
[illegible]	[illegible]		✓
M.E. "Micky" Nelson, [illegible]	MCT Consumer's Assn	✓	
[illegible]	[illegible]	✓	
Seth Anderson	1825 Golden Helena	✓	
[illegible]	723 S. Calif	✓	
Gene Phillips	Pacific Power & Light	✓	

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FORM.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

VISITORS' REGISTER

HUMAN SERVICES AND AGING COMMITTEE

BILL NO. SENATE BILL NO. 111 DATE MARCH 19, 1987

SPONSOR SENATOR HALLIGAN

NAME (please print)	RESIDENCE	SUPPORT	OPPOSE
Pat J Edmonds	Montana Trial Lawyers	✓	
Donald McCue	Helena		X

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FORM.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

CS-33

VISITORS' REGISTER

HUMAN SERVICES AND AGING COMMITTEE

BILL NO. SB111 DATE 3-19-87

SPONSOR

NAME (please print)	RESIDENCE	SUPPORT	OPPOSE
Gene Phillips	Northwestern Telephone Service	✓	
Bob Howard	Helena	✓	
[illegible]	Helena	✓	
[illegible]	[illegible]	✓	
Lloyd Linden	Helena	✓	

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FORM.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

CS-33