

get the people out, but it did hold the people in the car, and I think that is basically what we have to look at. So I hope that you will consider that and support seat belts as a life-saving measure, and to try and keep our highway funds intact without creating another bureaucracy to spend the money that would be transferred over to education. Thank you.

SPEAKER BAACK: Thank you, Senator Beyer. Senator Wickersham.

SENATOR WICKERSHAM: Thank you, Mr. Speaker. If Senator Horgan is available?

SPEAKER BAACK: Senator Horgan, would you respond to a question, please?

SENATOR HORGAN: Yes, I will.

SENATOR WICKERSHAM: Senator, we visited briefly about this before and I want to explore a point that you made in your opening remarks and that is, that if we don't have a mandatory seat belt law, I believe by October 1 of 1993, that we will begin diverting funds from highway construction to some sort of safety education. I think you indicated that it was lap belt safety education. Is that currently mandated by the federal law, or is that something that we expect to happen.

SENATOR HORGAN: Senator Wickersham, that, as we said in our conversation, it is in all probability the way the rules and regulations will be written. The law itself diverts the funds into safety...highway safety education and, because you don't have a safety belt law, it would be logical, I guess, to assume that the funds would then go into safety belt education.

SENATOR WICKERSHAM: Okay. But at this point in time we're not certain as to what restrictions might be placed on the use of those funds and we might be able to use those for general safety education.

SENATOR HORGAN: Yeah, that's safety...highway safety education. Yes, that's correct.

SENATOR WICKERSHAM: Okay. I guess I am some concerned about that point, in particular. If we're diverting highway construction funds to general highway safety education, that might be tolerable. Since we do not yet know the status of the