

Bill as  
Introduced

HB 251-FN - AS AMENDED BY THE HOUSE

9Apr2021... 0652h

2021 SESSION

21-0308  
11/05

HOUSE BILL        **251-FN**

AN ACT            requiring children under the age of 2 yearsto be restrained in a motor vehicle.

SPONSORS:       Rep. Fenton, Ches. 8

COMMITTEE:      Transportation

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ANALYSIS

This bill requires children under the age of 2 years old to be restrained in a rear facing child restraint in a motor vehicle.

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Explanation:      Matter added to current law appears in ***bold italics***.  
                     Matter removed from current law appears [~~in brackets and struckthrough~~].  
                     Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

## STATE OF NEW HAMPSHIRE

*In the Year of Our Lord Two Thousand Twenty One*

AN ACT requiring children under the age of 2 years to be restrained in a motor vehicle.

*Be it Enacted by the Senate and House of Representatives in General Court convened:*

1       1 Rules of the Road; Child Passenger Restraints Required. Amend RSA 265:107-a, I-b to read as  
2 follows:

3           I-b. No person shall drive a motor vehicle on any way while carrying as a passenger a person  
4 less than 7 years of age unless such passenger is properly fastened and secured by a child restraint  
5 system which is in accordance with the safety standards approved by the United States Department  
6 of Transportation in 49 C.F.R. section 571.213. If the passenger is 57 inches or more in height, the  
7 provisions of this paragraph shall not apply. ***Each child restraint system must be used in***  
8 ***accordance with its manufacturer instructions, including manufacturer height and***  
9 ***weight limits, proper attachment to the vehicle, correct securement of the child, and expiry***  
10 ***dates.***

11           ***I-c. No person shall drive a motor vehicle on any way while carrying as a passenger***  
12 ***a person less than 2 years of age unless such passenger is properly fastened and secured by***  
13 ***a rear facing child restraint system which is in accordance with safety standards.***

14       2 Effective Date. This act shall take effect January 1, 2022.

LBA  
21-0308  
12/7/20

**HB 251-FN- FISCAL NOTE  
AS INTRODUCED**

AN ACT requiring children under the age of 2 years be restrained in a motor vehicle.

**FISCAL IMPACT:**    ☒ State                    ☐ County                    ☐ Local                    ☐ None

STATE:	Estimated Increase / (Decrease)			
	FY 2021	FY 2022	FY 2023	FY 2024
<b>Appropriation</b>	\$0	\$0	\$0	\$0
<b>Revenue</b>	\$0	Indeterminable	Indeterminable	Indeterminable
<b>Expenditures</b>	\$0	Indeterminable	Indeterminable	Indeterminable
<b>Funding Source:</b>	<input checked="" type="checkbox"/> General <input type="checkbox"/> Education <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Other			

**METHODOLOGY:**

This bill modifies the requirements for child passenger restraints in a motor vehicle, to which those found guilty are subject to a violation level offense. It is not possible to estimate how many new cases may arise as a result of this change, if any, however the Judicial Branch estimates average cost of violation level cases to be \$54 in FY 2022. It should be noted that average case cost estimates for FY 2022 are based on data that is more than ten years old and does not reflect changes to the courts over that same period of time or the impact these changes may have on processing the various case types. Additionally, violations of this statute carry a fine of \$50 for first offense and \$100 for subsequent offenses. Therefore, this bill may increase revenue to the state highway fund.

Since this bill is effective 60 days after passage, it is assumed any impact would be incurred in FY 2022 or after.

**AGENCIES CONTACTED:**

Judicial Branch

LBA  
21-0308  
Amended 4/19/21

**HB 251-FN FISCAL NOTE  
AS AMENDED BY THE HOUSE (AMENDMENT #2021-0652h)**

AN ACT                      requiring children under the age of 2 years to be restrained in a motor vehicle.

**FISCAL IMPACT:**    ☒ State                      ☐ County                      ☐ Local                      ☐ None

STATE:	Estimated Increase / (Decrease)			
	FY 2021	FY 2022	FY 2023	FY 2024
Appropriation	\$0	\$0	\$0	\$0
Revenue	\$0	Indeterminable	Indeterminable	Indeterminable
Expenditures	\$0	Indeterminable	Indeterminable	Indeterminable
<i>Funding Source:</i>	<input checked="" type="checkbox"/> General	<input type="checkbox"/> Education	<input checked="" type="checkbox"/> Highway	<input type="checkbox"/> Other

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This bill modifies the requirements for child passenger restraints in a motor vehicle, to which those found guilty are subject to a violation level offense. It is not possible to estimate how many new cases may arise as a result of this change, if any, however the Judicial Branch estimates average cost of violation level cases to be \$54 in FY 2022. It should be noted that average case cost estimates for FY 2022 are based on data that is more than ten years old and does not reflect changes to the courts over that same period of time or the impact these changes may have on processing the various case types. Additionally, violations of this statute carry a fine of \$50 for first offense and \$100 for subsequent offenses. Therefore, this bill may increase revenue to the state highway fund.

**AGENCIES CONTACTED:**

Judicial Branch

HB 251-FN - AS AMENDED BY THE SENATE

9Apr2021... 0652h  
05/13/2021 1229s

2021 SESSION

21-0308  
11/05

HOUSE BILL        ***251-FN***

AN ACT            establishing a committee to study requiring New Hampshire children to be placed  
                     in rear facing restraints in motor vehicles.

SPONSORS:       Rep. Fenton, Ches. 8

COMMITTEE:      Transportation

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AMENDED ANALYSIS

This bill establishes a committee to study requiring New Hampshire children to be placed in rear  
facing restraints in motor vehicles.

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Explanation:      Matter added to current law appears in ***bold italics***.  
                     Matter removed from current law appears ~~[in brackets and struckthrough.]~~  
                     Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

STATE OF NEW HAMPSHIRE

*In the Year of Our Lord Two Thousand Twenty One*

AN ACT                    establishing a committee to study requiring New Hampshire children to be placed  
in rear facing restraints in motor vehicles.

*Be it Enacted by the Senate and House of Representatives in General Court convened:*

1            1 Committee Established. There is established a committee to study requiring New Hampshire  
2 children to be placed in rear facing restraints in motor vehicles.

3            2 Membership and Compensation.

4            I. The members of the committee shall be as follows:

5                (a) One member of the senate, appointed by the president of the senate.

6                (b) Four members of the house of representatives, appointed by the speaker of the house  
7 of representatives.

8            II. Members of the committee shall receive mileage at the legislative rate when attending to  
9 the duties of the committee.

10          3 Duties. The committee shall:

11            I. Review the research on the percentage of New Hampshire parents that currently utilize  
12 rear facing restraints for their children in motor vehicles.

13            II. Review the research on the injuries and treatment of children in motor vehicle accidents  
14 in New Hampshire.

15            III. Compare the motor vehicle accidents involving children in New Hampshire to national  
16 data as well as other states that require children under the age of 2 years old to be restrained in rear  
17 facing child restraints in motor vehicles.

18          4 Chairperson; Quorum. The members of the study committee shall elect a chairperson from  
19 among the members. The first meeting of the committee shall be called by the first named house  
20 member. The first meeting of the committee shall be held within 45 days of the effective date of this  
21 section. Three members of the committee shall constitute a quorum.

22          5 Report. The committee shall submit a preliminary report of its findings and any  
23 recommendations for proposed legislation on or before November 1, 2021, and shall submit a final  
24 report of its findings and any recommendations for proposed legislation on or before November 1,  
25 2022, to the president of the senate, the speaker of the house of representatives, the chair of the  
26 house transportation committee, the chair of the senate transportation committee, the senate clerk,  
27 the house clerk, the governor, and the state library.

28          6 Effective Date. This act shall take effect upon its passage.

LBA  
21-0308  
Amended 7/8/21

**HB 251-FN- FISCAL NOTE**  
**AS AMENDED BY THE SENATE (AMENDMENT #2021-1229s)**

AN ACT                    establishing a committee to study requiring New Hampshire children to be placed  
in rear facing restraints in motor vehicles.

**FISCAL IMPACT:**    ☐ State                    ☐ County                    ☐ Local                    ☒ None

**METHODOLOGY:**

The Office of Legislative Budget Assistant states this bill establishes a committee and will have  
no fiscal impact on state, county and local expenditures or revenue.

**AGENCIES CONTACTED:**

None



CHAPTER 135  
HB 251-FN - FINAL VERSION

9Apr2021... 0652h  
05/13/2021 1229s

2021 SESSION

21-0308  
11/05

HOUSE BILL            ***251-FN***

AN ACT                establishing a committee to study requiring New Hampshire children to be placed  
                         in rear facing restraints in motor vehicles.

SPONSORS:          Rep. Fenton, Ches. 8

COMMITTEE:        Transportation

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AMENDED ANALYSIS

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**CHAPTER 135**  
**HB 251-FN - FINAL VERSION**

9Apr2021... 0652h  
05/13/2021 1229s

21-0308  
11/05

STATE OF NEW HAMPSHIRE

*In the Year of Our Lord Two Thousand Twenty One*

AN ACT                    establishing a committee to study requiring New Hampshire children to be placed  
in rear facing restraints in motor vehicles.

*Be it Enacted by the Senate and House of Representatives in General Court convened:*

1            135:1 Committee Established. There is established a committee to study requiring New  
2 Hampshire children to be placed in rear facing restraints in motor vehicles.

3            135:2 Membership and Compensation.

4            I. The members of the committee shall be as follows:

5                    (a) One member of the senate, appointed by the president of the senate.

6                    (b) Four members of the house of representatives, appointed by the speaker of the house  
7 of representatives.

8            II. Members of the committee shall receive mileage at the legislative rate when attending to  
9 the duties of the committee.

10          135:3 Duties. The committee shall:

11            I. Review the research on the percentage of New Hampshire parents that currently utilize  
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17 facing child restraints in motor vehicles.

18          135:4 Chairperson; Quorum. The members of the study committee shall elect a chairperson  
19 from among the members. The first meeting of the committee shall be called by the first named  
20 house member. The first meeting of the committee shall be held within 45 days of the effective date  
21 of this section. Three members of the committee shall constitute a quorum.

22          135:5 Report. The committee shall submit a preliminary report of its findings and any  
23 recommendations for proposed legislation on or before November 1, 2021, and shall submit a final  
24 report of its findings and any recommendations for proposed legislation on or before November 1,  
25 2022, to the president of the senate, the speaker of the house of representatives, the chair of the  
26 house transportation committee, the chair of the senate transportation committee, the senate clerk,  
27 the house clerk, the governor, and the state library.

28  
29

**CHAPTER 135**  
**HB 251-FN - FINAL VERSION**  
**- Page 2 -**

1        135:6 Effective Date. This act shall take effect upon its passage.

Approved: July 23, 2021

Effective Date: July 23, 2021

# Amendments

Amendment to HB 251-FN

1 Amend the title of the bill by replacing it with the following:

2

3 AN ACT establishing a committee to study requiring New Hampshire children to be placed in  
4 rear facing restraints in motor vehicles.  
5

6 Amend the bill by replacing all after the enacting clause with the following:

7

8 1 Committee Established. There is established a committee to study requiring New Hampshire  
9 children to be placed in rear facing restraints in motor vehicles.

10 2 Membership and Compensation.

11 I. The members of the committee shall be as follows:

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31 report of its findings and any recommendations for proposed legislation on or before November 1,  
32 2022, to the president of the senate, the speaker of the house of representatives, the chair of the

**Amendment to HB 251-FN**

**- Page 2 -**

- 1 house transportation committee, the chair of the senate transportation committee, the senate clerk,
- 2 the house clerk, the governor, and the state library.
- 3 6 Effective Date. This act shall take effect upon its passage.

**Amendment to HB 251-FN**  
**- Page 3 -**

2021-1229s

**AMENDED ANALYSIS**

This bill establishes a committee to study requiring New Hampshire children to be placed in rear facing restraints in motor vehicles.

# Committee Minutes



# SENATE CALENDAR NOTICE

## Transportation

Sen Regina Birdsell, Chair  
Sen David Watters, Vice Chair  
Sen Denise Ricciardi, Member  
Sen Ruth Ward, Member  
Sen Tom Sherman, Member

Date: April 15, 2021

### HEARINGS

Tuesday		04/20/2021
(Day)		(Date)
Transportation	REMOTE 000	1:00 p.m.
(Name of Committee)	(Place)	(Time)
1:00 p.m.	<b>HB 424</b>	establishing a commission to study ways to reduce texting while driving.
1:15 p.m.	<b>HB 461</b>	relative to motorcycle auxiliary lamping, and adding the New Hampshire Motorcyclists' Rights Organization to the traffic safety commission.
1:30 p.m.	<b>HB 260-FN</b>	relative to number plates for motor vehicles.
1:45 p.m.	<b>HB 224</b>	relative to tinted windows on motor vehicles.
2:00 p.m.	<b>HB 251-FN</b>	requiring children under the age of 2 years to be restrained in a motor vehicle.

Committee members will receive secure Zoom invitations via email.

Members of the public may attend using the following links:

1. Link to Zoom Webinar: <https://www.zoom.us/j/91892878760>
2. To listen via telephone: Dial (for higher quality, dial a number based on your current location): 1-301-715-8592, or 1-312-626-6799 or 1-929-205-6099, or 1-253-215-8782, or 1-346-248-7799, or 1-669-900-6833
3. Or iPhone one-tap: 13126266799,,91892878760# or 19292056099,,91892878760#
4. Webinar ID: 918 9287 8760
5. To view/listen to this hearing on YouTube, use this link:  
<https://www.youtube.com/channel/UCjBZdtrjRnQdmg-2MPMiWrA>
6. To sign in to speak, register your position on a bill and/or submit testimony, use this link:  
<http://gencourt.state.nh.us/remotecommittee/senate.aspx>

The following email will be monitored throughout the meeting by someone who can assist with and alert the committee to any technical issues: [remotesenate@leg.state.nh.us](mailto:remotesenate@leg.state.nh.us) or call (603-271-6931).

### EXECUTIVE SESSION MAY FOLLOW

#### Sponsors:

##### **HB 424**

Rep. Torosian

Rep. Janigian

Rep. Gould

##### **HB 461**

Rep. Packard

##### **HB 260-FN**

Rep. Prout

Rep. Conley

Rep. Osborne

Rep. Torosian

Rep. Warden

Rep. A. Lekas

Rep. T. Lekas

##### **HB 224**

Rep. Yokela

Rep. Yakubovich

Rep. Abramson

Rep. Hill

Rep. O'Hara

Rep. Belanger

##### **HB 251-FN**

Rep. Fenton

Kirsten Koch 271-3266

Regina Birdsell  
Chairman

# Senate Transportation Committee

*Kirsten Koch 271-3266*

**HB 251-FN**, requiring children under the age of 2 years to be restrained in a motor vehicle.

**Hearing Date:** April 20, 2021

**Time Opened:** 2:23 p.m.

**Time Closed:** 3:54 p.m.

**Members of the Committee Present:** Senators Birdsell, Watters, Ricciardi, Ward and Sherman

**Members of the Committee Absent :** None

**Bill Analysis:** This bill requires children under the age of 2 years old to be restrained in a rear facing child restraint in a motor vehicle.

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**Sponsors:**  
Rep. Fenton

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**Who supports the bill:** There are 130 names signed in support of this bill. To view the sign in sheet please contact Kirsten Koch at [kirsten.koch@leg.state.nh.us](mailto:kirsten.koch@leg.state.nh.us)

**Who opposes the bill:** Rep. Aidan Ankarberg, Strafford 10; Rep. Leah Cushman, Hillsborough 2; Rep. Walter Stapleton, Sullivan 5; Rep. Erica Layon, Rockingham 6; Rep. Judy Aron, Sullivan 7; Bill Alleman.

**Who is neutral on the bill:** None

**Summary of Testimony Presented:**

## **Representative Donovan Fenton, Cheshire 8**

- Rep. Fenton said, this bill requires children under the age of two to be placed in a rear facing car seat.
- Rep. Fenton said, this saves lives. This allows time for head and neck to develop. In a car accident, a child under two in a forward-facing seat could risk spinal cord rupture, or serious injury.
- Rep. Fenton said, a rear facing car seat is no more expensive than a forward-facing car seat.
- Rep. Fenton said, the manufacturing laws establish that if your child is larger, but still under the age of two, then this bill does not apply.
- Rep. Fenton said, there will be lots of experts speaking at this hearing, please ask them your questions.

- Sen. Ward asked, if you have an infant in a rear facing seat, how are you going to keep an eye on that child? What if they are choking? How can you quite decide if something else is going on?
  - Rep. Fenton said, I have two young children. They have mirrors on their seats. You have to watch your child while they are eating and at this age they are not eating solids yet anyways.
- Sen. Ward asked, would you recommend having mirrors?
  - Rep. Fenton, yes, these mirrors about \$5.00 or so and you can see your child.
- Sen. Birdsell said, who is going to enforce this once it is put into place?
  - Rep. Fenton said, state and local law enforcement.
- Sen. Birdsell said, as amended this bill looks like a child over 40lbs would not be able to age out?
- Rep. Fenton said, if your child is larger than average this would not apply.

### **Representative Leah Cushman, Hillsborough 2**

- Rep. Cushman testified in opposition to this bill.
- Rep. Cushman said, this bill should not have passed in the House.
- Rep. Cushman said, this bill creates a hardship on low-income families. It is against the concept of the live free or die state. I support rear facing car seats. We should not be making criminals of parents that cannot afford rear facing car seats or larger cars. Larger vehicles use more gas. Not all cars can fit multiple rear facing car seats.
- Rep. Cushman said, education is the best way to address this issue. This bill would create a law more strict than the car seat laws in California.
- Rep. Cushman said, childhood obesity has tripled since 1970.
- Rep. Cushman said, we do not micromanage parents. This bill is an overreach and an unfair impact on low-income families.
- Rep. Cushman said, please vote ITL on this bill.

### **Representative Karel Crawford, Carroll 4**

- Rep. Crawford said she is on the House Transportation Committee.
- Rep. Crawford testified in support of this bill.
- Rep. Crawford said, this is a reasonable bipartisan bill for child safety. Requiring children under the age of two to be in rear facing car seats saves vulnerable lives.
- Rep. Crawford said, this bill has broad support. I would love to believe all parents want their children under two in rear facing car seats.
- Sen. Watters said, aren't car seats made so they can be placed forward or rear facing so you do not have to buy another car seat?
  - Rep. Crawford said, yes.
- Sen. Watters said, I am thinking about 27-28 years back now, but even then you have a smaller car seat up to age two and then you are buying a different one because they just don't fit anymore. Isn't that the case?

- Rep. Crawford said, I would say yes. Our car seats were rear facing and then when the children were able to face forward, we just turned them around.

### **Representative Erica Layon, Rockingham 6**

- Rep. Layon testified in opposition to this bill.
- Rep. Layon said, this is a well-intentioned law, but it should not be law. I am happy to see this win for child safety, but it has come from education, not law.
- Rep. Layon said, it is a challenge to find a car seats that fits my three boys in car seats all together.
- Rep. Layon said, cultural shifts come from education (ex. reduced number of smokers in the country).
- Sen. Birdsell said, I heard the question asked prior, and since you have kids, I will ask. Are most of the new car seats interchangeable between forward and rear facing?
  - Rep. Layon said, yes, but they take up a very different amount of space when forward vs. rear facing. It is almost impossible to fit in a sedan, especially with someone in the passenger seat. It is a close fit in our SUV even. This bill cannot change the physics and the size of seats. This is a problem with playing Tetris.

### **Representative Judy Aron, Sullivan 7**

- Rep. Aron said she believes this bill was made with good intentions, but NH parents do not need or want this bill.
- Rep. Aron said, we already have state statute that tells us children need to be in a proper restraint while traveling in a vehicle. These guidelines tell us there is an age overlap for using certain car seats. This bill offers an inflexible use of car seat for under age two. Rear facing or forward facing use of car seats is appropriate at eighteen months or two years. This should be up to the parent and pediatrician.
- Rep. Aron said her constituents disagree with this bill. Rep. Aron shared an anecdotal story of child throwing up while in a rear facing car seat.
- Rep. Aron said, it can be dangerous when parents cannot see their child.
- Rep. Aron said, it is psychologically cruel to have child facing away like they are in punishment.
- Rep. Aron said, a child's height needs to be included. They could be squished while rear facing.
- Rep. Aron said, this bill puts a lot of work in law enforcement. They will have to question the height, weight, and age of child with no way to verify the information at the scene.
- Rep. Aron said, there is no problem of children two or under dying from not using rear facing car seats according to NH statistics. Please vote against this bill.

### **Representative Timothy Horrigan, Strafford 6**

- Rep. Horrigan testified in support of this bill.

- Rep. Horrigan said this is a commonsense bill. Car seats exist only because of government mandate. Rear facing car seats are safer.
- Rep. Horrigan shared an anecdotal story about California law.

### **Thomas D. Leach, MD, CHAD**

- Dr. Leach testified in support of this bill.
- Dr. Leach works with the child safety network, which includes 216 certified technicians that can aid parents and caregivers with car seats. Children are all different sizes with unique needs. There are 59 fitting stations throughout the state. We see a lot of examples of the concerns previously stated.
- Dr. Leach said, there are more seats available now than ever. Convertible seats can go both forward facing and rear facing. It is common for parents to purchase an all-in-one car seat, which can face both ways and can also become a booster seat.
- Dr. Leach said, we like to follow the guidelines of the American Academy of Pediatrics.
- Sen. Watters asked, does your research show any differentiation among states that have this and don't have this in terms of child injury.
  - Dr. Leach said, NH doesn't have very good data. I can get some CHAD information, but it wouldn't provide you with a very clear picture. A trauma registry through the state would help us answer that question. It is true that NH is doing very good with the child fatality rate. It is best practice of keeping kids rear facing to prevent injuries. This law would help send a consistent message of best practice.
- Sen. Sherman asked, are there other states that do not have these laws in place where we can compare data?
  - Dr. Leach said, I do not have those numbers, but we may be able to get them.
- Dr. Leach said, some families have seats that do not fit in their cars. We deal with parents with triplets a lot. We try to find the most narrow seats we can. These children are so fragile. The head and the spine are very vulnerable. We need to provide this additional protection.
- Sen. Sherman asked, if you have three kids, you may have outstripped capacity even with existing law. If you have more children than your car can handle, then it is not unique to this law.
  - Dr. Leach said, that is correct. It is the number of children and the space taken up. Rear facing crowding exists. The messaging is confusing. Unless someone has been trained, I do not think anybody should be deciding if a child should be forward or rear facing. It does not make you good or bad parents. You think you know about crash dynamics, and there is a lot to learn when you actually take the classes.
- Sen. Birdsell said, if it is based on the size and age of the child. Section 1 specifically states that no person shall drive a vehicle on any way with a person of less than two years of age unless in a rear facing restraint system. If a child has gone beyond the size of the manufacturer established at eighteen months, then why are we designating two years?
  - Dr. Leach said, I believe there is a clause in the bill that excludes a child that goes beyond the size required by the manufacturer.
- Sen. Birdsell asked, will an officer take the time to find out if children are underage but overweight and height?

- Dr. Leach said, the goal is education, not enforcement. This is tough to do both at the same time with the bill.
- Sen. Birdsell asked, would it be better to put a bill in to educate parents and not mandate?
  - Dr. Leach said, through this bill we will be advertising the changes in the law through our campaigns.
- Sen. Sherman asked, shouldn't we amend this to have the exemption in both paragraphs?
  - Dr. Leach, if that makes the bill clear to understand, then yes.

### **Cindy Tuttle, RN**

- Ms. Tuttle testified in support of the bill.
- Ms. Tuttle performed a demonstration with a rear facing car seat and a transforming seat that can be forward or rear facing. She demonstrated how a seat would protect a child in a crash.
- Ms. Tuttle said, 95% of children do not reach 40lbs before the age of two. A transforming car seat can be used up until 65lbs. This means it's good from birth to 65lbs, so there is no additional cost.
- Sen. Watters said, we have heard testimony on the practicality of a two-year age limit. Isn't the point here that if a child is more than 40lbs, then it doesn't apply? If a child is 40lbs or older, wouldn't it better for the child to then be in a larger seat and face forward by then anyways?
  - Ms. Tuttle said, even if a child is larger, rear facing is still safe. With longer legs we recommend for the child to sit criss-cross-applesauce. It is easier to fix a broken hip than a shattered leg. It is safer to be rear facing.
- Sen. Watters asked, at some point you will have to buy a larger seat anyways?
  - Ms. Tuttle said, most parents transition into a rear facing convertible seat. This bill is about keeping children rear facing longer. This is the safest means.
- Sen. Watters said, I am trying to emphasize the parental choice. Sooner or later, you are going to have to size up anyways if you start with the small non transforming one car seat.
  - Ms. Tuttle agreed.

### **Dr. Sai Cherala, DHHS**

- Dr. Cherala testified in support of this bill.
- Dr. Cherala said, the speakers before addressed importance of using the right car seat. A child in a rear facing car seat will have less injuries. Significant trauma to the neck and spine happens when children are in a forward facing car seat in an accident.
- Dr. Cherala said, in NH our numbers for child fatality are low, but the biggest concern for us is the trauma and the quality of life for the child and the family after. This also impacts the cost of state services.

### **Dan Goodman, AAA Northern New England**

- Mr. Goodman testified in support of this bill.
- Mr. Goodman said, the majority of crashes happen from side or the front of the vehicle.
- Mr. Goodman referred the committee members to a video link included in his written testimony submission.
- Mr. Goodman said he is a father of two children in rear facing car seats. He said he uses the mirrors referenced before to see his children and they do sell for \$4.00-\$5.00.
- Sen. Birdsell asked, does AAA have any information or data in NH for accidents involving children under the age of eight years old?
  - Mr. Goodman said, we do not, but I can try to reach out to the Department of Safety.
- Mr. Goodman said, I am seeing parallels from the 2015 hands free law in the testimony here. We want to push a strong education campaign with this bill if it does go forward to become law.

### **William Haynes, Department of Highway Safety and State Police**

- Mr. Haynes said, the training available for parents is a phenomenal asset. We advocate supporting whatever it would take to help education populations to help them follow the law.
- Mr. Haynes said, this would not be a criminal offense or a traffic offense.
- Sen. Sherman said, we heard testimony earlier about people who could not afford car seats and could not fit car seats in their car. How would law enforcement handle that situation? Can you tell us what is the typical approach?
  - Mr. Haynes said, I would look at the child and ask the parent. I believe most people are honest. You do justice and take the opportunity to educate them. It does not have to result in a corrective negative reinforcement. It can result in education.
- Sen. Sherman asked, there is an exemption for height and weight in the bill and then a two-year-old component. You already have this for children that grow out of car seats in general. How is that handled? What does law enforcement do in that setting when you cannot quite tell?
  - Mr. Haynes said, height and weight is the best way to do this. Especially if this were to go to court. Every seat comes with different height and weight standards depending on the manufacturer. We would have to make a conscious decision in the moment. Without a birth certificate we would have no way of knowing the age of the child.

### **Joe Colella, Juvenile Products Manufacturers Association (JPMA)**

- Mr. Colella said, we actively monitor child safety bills to make sure they are consistent with manufacturer recommendations.
- Mr. Colella said, the updated policy statement from the American Academy of Pediatrics is based on child development. It is not based on the child's size. It is the child's development over time. Parents recognize time as a bench mark but they also need to stay consistent with height and weight. Some kids are very small for their age and some can be larger.



The importance of having the right car seat for the age and size. As much as we want to hold on to the freedom to choose, these children do not have that freedom to choose for themselves.

- Mr. Collela referenced car crash demo videos that he has access to and would like to share with the committee.

*Mr. Colella offered more testimony beyond his three-minute time limit and offered to answer any additional questions from the committee members. The committee members agreed to return to him at the end of the hearing.*

- Mr. Collela said, AAP has notified that few than 0.1% of children will exceed the weight limit of the convertible car seats. Even if they exceed the weight limit, it is still safer for them to ride rear facing. The cost of those seats starts at \$49.00. It is the same you would spend to adhere to current law.
- Mr. Collela said, as far as car sickness, there is no credible data that rear facing puts anybody at risk for more car sickness than forward facing. It is the disconnect of feeling movement and seeing movement. Children should be able to see out the window still the same. It is not a problem.
- Mr. Collela said, as far as the freedom to choose, NH already tells parents they must use car seats and seat belts. Rear facing is just as valid of a selection.
- Mr. Collela said, rear facing is safer. It causes the body to all slow down at the same rate of speed. A rear facing car seat does not put strain in spinal cord and head in a crash.
- Sen. Birdsell asked, do you know what the percentage of NH families use the front facing car seats?
  - Mr. Coella did not know the answer. He said, I am not sure if your state's observational survey captions that. I do not know if that level of data exists for NH. Even though NH has a low number of fatalities, we are talking about injuries and reducing the severity of injuries.
- Sen. Birdsell asked, do you have any data on injuries in NH for forward facing car seats?
  - Mr. Colella said, I don't know. I'm not from NH. I'm from a national organization.
- Sen. Sherman said, I have two questions about when a child has one of these injuries and does not die:
  - (1) How much is the price tag for one of those injuries?
  - (2) How many of those kids require long term care, such as rehab or physical therapy?
  - (3) How many kids have long term disability based on injury from the wrong kinds of car seats?
    - Mr. Colella said, the CDC recently updated their studies for the cost data of a crash. These injuries are not all life threatening but can include lifelong treatment. The rate children are dying in these younger ages have been cut into a fraction in the last few decades. As for injury, the seat choice can drastically reduce injury.
- Sen. Birdsell asked Mr. Colella to send videos of the crash demos he referred to earlier in his testimony.

### **Dan Hale, MD, American Academy of Pediatrics (AAP)**

- Dr. Hale said he is a pediatrician and member of American Academy of Pediatrics.
- Dr. Hale testified in support of this bill.
- Dr. Hale said, this bill brings NH up to modern standards. Any measure to help with education and intervention will save lives.
- Dr. Hale said, these recommendations are all based on the 2018 technical AAP report. This report reviewed data that rear facing car seats protect children from crashes.
- Dr. Hale said, car seats are already law we are just modernizing requirements.

KNK

Date Hearing Report completed: April 26, 2021

# Speakers

## Senate Remote Testify

### Transportation Committee Testify List for Bill HB251 on 2021-04-20

Support: 91   Oppose: 4   Neutral: 0   Total to Testify: 12

<u>Name</u>	<u>Email Address</u>	<u>Phone</u>	<u>Title</u>	<u>Representing</u>	<u>Position</u>	<u>Testifying</u>	
Tuttle, Cynthia	ctuttle@crhc.org	603.225-2711	A Member of the Public	Myself	Support	Yes	'
Haynes, Bill	haynesb_wp@tds.net	603-568-9140	A Member of the Public	State Police and New Hampshire Office of Highway Safety	Support	Yes	'
Aron, Judy	judy.aron@leg.state.nh.us	603.843.5908	An Elected Official	Myself	Oppose	Yes	'
Colella, Joseph	jcolella@jpma.org	301.466.8140	A Lobbyist	Juvenile Products Manufacturers Association	Support	Yes	'
Cherala, Sai	sai.cherala@dhs.nh.gov	603.271.4110	State Agency Staff	Myself	Support	Yes	'
Cushman, Leah	Leah.Cushman@leg.state.nh.us	603.851.7890	An Elected Official	Myself	Oppose	Yes	'
Fenton, Donovan	donovan.fenton@leg.state.nh.us	603.313.7991	An Elected Official	Myself	Support	Yes	'
Crawford, Karel	Karel.nh@hotmail.com	Not Given	An Elected Official	Myself	Support	Yes	'
Goodman, Dan	goodman.daniel@nne.aaa.com	207-780-6988	A Lobbyist	AAA	Support	Yes	'
Layon, Erica	erica.layon@leg.state.nh.us	603-479-9595	An Elected Official	Myself	Oppose	Yes	'
Hale, Dan	dan.hale@hcahealthcare.com	Not Given	A Member of the Public	Myself	Support	Yes	'
Lech, Thomas	Tleach221@comcast.net	Not Given	A Member of the Public	NH Child Passenger Safety Office	Support	Yes	'
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McPeck, Gail	Not Given	Not Given	A Member of the Public	Myself	Support	No	“
Murray, Megan	Not Given	Not Given	An Elected Official	Hills 22	Support	No	“

# Testimony

### Electronic Reports- MMUCC 4

[illegible]

## Manual Reports- Non MMUCC Compliant

Injury Type/Safety Equipment		Number of children with injury type by age										
Possible Injury:	12		Age 0	Age 1	Age 2	Age 3	Age 4	Age 5	Age 6	Age 7	Age 8	Age 9
Booster Seat	10		1	2		3	1	2	1			
Restraint Installed- Used	2								1			1
Suspected Minor Injury	30		Age 0	Age 1	Age 2	Age 3	Age 4	Age 5	Age 6	Age 7	Age 8	Age 9
Air Bag and Seat Restraint Used	1											1
Air Bag Deployed	1			1								
Booster Seat	14		1	1	2	1	2	1	3	1		2
Restraint Devices Not Installed	1				1							
Restraint Installed- Not Used	1											1
Restraint Installed- Used	11		1	1	1	1	1	1			2	3
Value Not Provided	1								1			
Suspected Serious Injury	1		Age 0	Age 1	Age 2	Age 3	Age 4	Age 5	Age 6	Age 7	Age 8	Age 9
Value Not Provided	1										1	
NULL- No Injury Value	1		Age 0	Age 1	Age 2	Age 3	Age 4	Age 5	Age 6	Age 7	Age 8	Age 9
Booster Seat	1							1				
Unknown	5		Age 0	Age 1	Age 2	Age 3	Age 4	Age 5	Age 6	Age 7	Age 8	Age 9
Restraint Installed- Not Used	1		1									
Restraint Installed- Used	4		1	1					1		1	



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## Rear-facing versus forward-facing child restraints: an updated assessment

Timothy L McMurry, Kristy B Arbogast, Christopher P Sherwood, Federico Vaca, Marilyn Bull, Jeff R Crandall and Richard W Kent

*Inj Prev* published online November 25, 2017

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Updated information and services can be found at:  
<http://injuryprevention.bmj.com/content/early/2017/11/25/injuryprev-2017-042512>

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### References

*These include:*

This article cites 5 articles, 2 of which you can access for free at:  
<http://injuryprevention.bmj.com/content/early/2017/11/25/injuryprev-2017-042512#BIBL>

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**Senate Transportation Committee**

**April 20, 2021**

**HB 251: An ACT requiring children under the age of 2 years to be restrained in a motor vehicle**

Chairman Birdsell and members of the committee, thank you for taking the time to read my testimony. My name is Dan Goodman, and I am the manager of public affairs for AAA Northern New England. AAA Northern New England is an auto club and membership organization of over 1 million members in Maine, New Hampshire and Vermont. AAA actively advocates for public policy that makes New Hampshire a safer place to live, work, and raise our families. I write this in support of HB 251.

This is a very important step to protect the most vulnerable and youngest motor vehicle passengers. AAA, the National Highway Traffic Safety Administration, the American Academy of Pediatricians and safety advocates across New Hampshire and the country all agree that children should ride rear facing as long as possible and at least until two years of age or until they reach the weight or height limits of the manufacturer of the seat.

A 2007 University of Virginia study found that children were 75 percent less likely to suffer severe or fatal injuries in a crash if they are facing the rear. In 2017, restraint use saved the lives of 325 children aged 4 years and younger (NHTSA).

Requiring children to remain rear facing until the age of two is the recommended best practice to keep children seated safe and secure. Rear facing safety seats are designed to support the child's fragile body. Children are less likely to be seriously injured when rear facing since child's head, neck and back are supported by the safety seat and the forces of the crash are distributed evenly. Significant trauma to the neck and spine can result from a crash if a baby is transitioned to forward facing too early. Here is a link to a video simulation of a 18-month-old child in a rear-facing versus forward-facing child safety seat (The Children's Hospital of Philadelphia Research Institute). [Click here to Watch.](#)

Existing law (RSA 265:107-a) states that all children under age 7 or 57 inches (whichever is reached first) must use a properly fastened and secured child safety seat. There is no specific language to guide parents and caregivers on the appropriate type of child restraint to use at various stages of development. The proposed legislation before you today will help close this identified gap in child passenger safety in New Hampshire law.

Thank you for your time and consideration.

Dan Goodman

## Kirsten Koch

---

**From:** Regina Birdsell  
**Sent:** Thursday, April 22, 2021 2:40 PM  
**To:** Kirsten Koch  
**Subject:** FW: HB 251 information

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

*Marie*

Marie Marston, Administrative Assistant  
Administrative Assistant to Senator Regina Birdsell  
Administrative Assistant to Senator Denise Ricciardi  
Administrative Assistant to Senator Ruth Ward  
107 North Main Street  
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---

**From:** Erica Layon <Erica.Layon@leg.state.nh.us>  
**Sent:** Thursday, April 22, 2021 1:50 PM  
**To:** Regina Birdsell <Regina.Birdsell@leg.state.nh.us>  
**Subject:** HB 251 information

Senator Birdsell,

I appreciate that there is a desire to strengthen the child safety seat laws in New Hampshire, and that the data presented in your hearing for HB251 did not support the bill as amended.

I would humbly suggest that section 1(b) be amended with language closer to that used in the other 25 states which include this requirement in law and that 1(c) be replaced with language to provide a medical exemption.

I have reviewed the car seat laws for the 50 states and the District of Columbia, as well as information from a well respected car seat advocate in regards to fitting multiple car seats.

Of the states and DC, 25 specify that child restraint systems must be used in accordance with manufacturer's instructions while 26 are silent on the issue.

Regarding minimum age for rear-facing car seats 8 specify children under 1 must be rear-facing, 16 specify this to age 2, and 27 are silent.

Seven of the 8 states with an age limit of 1 allow those weighing 20 pounds or more to front face, and 2 of those states requires children over 1 but under 20 pounds to continue to ride rear-facing.

Of the 16 requiring rear-facing to age 2, 2 allow children 30 pounds to front face, 9 specify manufacturers limits, and 4 allow those over 40 pounds to front face. Interestingly enough, a significant number of states allow children of any age who are 40 pounds or heavier to use belt positioning booster seats or simply seatbelts.

No state requires children over 40 pounds or 40 inches to rear-face, as required by the amended language of HB 251.

A significant number of states specifically allow medical exemptions to child restraint systems, and creating a medical exemption would go a long way to addressing the concerns of many representatives who oppose the bill as passed by the house.

If you will entertain the amendments referenced above, I can get to work gathering language from the other states that address manufacturer instructions and medical exemptions.

I have more information on the limited seats and vehicles which can accommodate 3 across seating, however that information will be more important for parents than legislators if we can fix HB 251 as noted above. I will forward that separately.

Sincerely,  
Erica

## Kirsten Koch

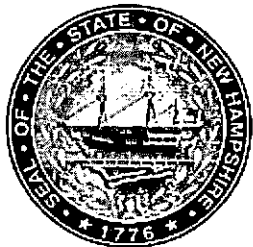
---

**From:** Regina Birdsell  
**Sent:** Thursday, April 22, 2021 2:40 PM  
**To:** Kirsten Koch  
**Subject:** FW: Additional data on seats and cars to accommodate 3 across

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

*Marie*

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**From:** Erica Layon <Erica.Layon@leg.state.nh.us>  
**Sent:** Thursday, April 22, 2021 1:56 PM  
**To:** Regina Birdsell <Regina.Birdsell@leg.state.nh.us>  
**Subject:** Additional data on seats and cars to accommodate 3 across

There are a variety of child restraint systems on the market.

Rear facing only seats are the infant child seats which can lift out of the car and are commonly used with infants until they outgrow the seat between 22-35 pounds and 26-35 inches tall. At 24 months, the average boy is 34.5" tall and weighs 26.5 pounds. The 98<sup>th</sup> percentile child is 37" tall and 33.5 pounds. At one year, is 29.75" and 21 pounds for the average and 31.75" and 26.5 pounds for the 98<sup>th</sup> percentile boy.

Convertible car seats can be used either forward facing or rear facing in a car, and it is recommended to remain rear facing until the child outgrows the limits for rear facing in the seat. The challenge with these seats is that as they accommodate larger children rear facing, the seats get larger. This is especially pronounced in the rear facing mode. 3 across seating puts a finer point on

the challenges fitting convertible seats in a rear-facing installation, as the challenges with seat size and consistent safe installation hold true even with fewer children.

The Car Seat Lady is a well respected CPST with a well respected blog. Here is a table of the seats that she has found will work in a 3 across scenario.

Type	Seat	Price
Rear Facing	Clek Liing	\$350
Rear Facing	Chicco Fit2	\$280
Rear Facing	Graco Snugride Snuglock 35 DLX	\$200
Rear Facing	Graco Snugride Snuglock 35 Elite	\$250
Rear Facing	Graco Snugride Snuglock 35 Platinum	\$220
Rear-facing convertible	Clek Foonf	\$440
Rear-facing convertible	Clek Fflo	\$370
Forward Facing Harnessed	Clek Foonf	\$440
Forward Facing Harnessed	Diono Radian 3RXT	\$330
Forward Facing Harnessed	Diono Radian 3R	\$200
Forward Facing Harnessed	Diono Radian 3RX	\$270
Forward Facing Harnessed	Chicco Myfit	\$200
Forward Facing Harnessed	Nuna Exec	\$650

Several seats were not included on the list for the following reasons.

- Won't install securely close to the door: Chicco Keyfit30, Peg Perego 4-35, UppababyMEsa, Cosco Scenera NEXT.
- Takes up a lot of space in front seat: Peg Perego 4-35
- Hard to securely install with seatbelt, which is often needed in center or multi seat configurations: Baby Trend Flex-Loc, Diono Radian for Rear Facing, Graco SlimFit, Cosco Scenera NEXT.
- Limited capacity/longevity: Cybex Aton2, Diono Radian rear facing LATCH install, Cosco Scenera NEXT.

The vehicle list for 3 across or 2 plus adult car seats is also limited.

#### Minivans

Chrysler Pacifica (\$35-53k)  
Honda Odyssey (\$32-48k)  
Toyota Sienna (\$34k+)

#### 3-Row SUV

Hyundai Palisade/Kia Telluride (\$32k-\$45k)  
Subaru Ascent (\$23-40k)  
Toyota Highlander (\$35k+)  
Volkswagen Atlas (\$31-37k)  
Volvo XC90 (\$49k+)



## 2-Row SUV

Acura RDX (\$38k+)

Honda CR-V (\$25k+)

Subaru Forester (\$25k+)

Toyota RAV4 (\$26k+)

## Sedans & Hatchbacks

Honda Accord (\$25k+)

Subaru Legacy (\$23k+)

Toyota Camry (\$25k+)

Toyota Prius (\$25k+)

The problems with many car seats on the market aren't limited to 3 across or 2 plus an adult seating, however seats that work within those limitations are more likely to address the issue of child safety seats crowding the front or other important risks.

If more information is needed for your decision, please let me know and I will continue with my analysis.

Erica

## Kirsten Koch

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**From:** Anna K. Sessa <Anna.K.Sessa@hitchcock.org>  
**Sent:** Monday, April 19, 2021 10:19 AM  
**To:** Regina Birdsell; David Watters; Ruth Ward; Denise Ricciardi; Tom Sherman; Kirsten Koch; Marie Marston  
**Cc:** Thomas D. Leach  
**Subject:** HB251 for healthy kids

Greetings,

I am writing today to urge you to vote in favor of requiring child passengers to remain rear facing until 2 years of age (HB251). I work for the Department of Safety (Bureau of EMS), a 911 response system as a paramedic, am a CPST (child passenger safety technician) and also manage the New Hampshire's EMS for Children Program. I assure you that child passenger safety is extremely important and yet very confusing for parents here in the Granite state. I had a baby this past summer and despite having the experience I do was still overwhelmed and fearful when first securing my child in a moving vehicle. Not only will HB251 help protect children it will also provide much needed firm guidance for parents to help support them in an otherwise complex situation. Please help us protect the children (and parents!) of New Hampshire live a healthy and active life.

I may not be able to attend tomorrow's hearing but I invite you to email me with any questions you may have.

Thank you,

Anna:)

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Anna K. Sessa, MA, EMT-P  
Program Manager NH EMS for Children

Dartmouth-Hitchcock Medical Center  
1 Medical Center Dr  
Lebanon, NH 03766  
603.650.0476  
[Anna.K.Sessa@hitchcock.org](mailto:Anna.K.Sessa@hitchcock.org)



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## Kirsten Koch

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**From:** Hill,Casey <CHill@Elliot-HS.org>  
**Sent:** Monday, April 19, 2021 9:53 AM  
**To:** Kirsten Koch  
**Cc:** 'Thomas D. Leach' (Thomas.D.Leach@hitchcock.org)  
**Subject:** Support HB251  
  
**Importance:** High

Good Morning,

I am writing in support of the passing of **HB251**. As a nurse educator and certified child passenger safety technician, as well as a board certified emergency and trauma nurse, I have seen firsthand the effects of improper child restraints, including when a child is turned forward facing too soon. By aligning with the AAP's (American Academy of Pediatrics) best practices in child passenger safety, our state would help mitigate life threatening and / or debilitating injury should a child be part of a motor vehicle collision. A rear facing position offers better protection to a child's head, neck and spine and will give the child the best possible protection in a crash situation.

Respectfully,

Casey L. Hill

Casey Hill MSN, RN-BC, CEN, TCRN, CPS-T

Unit Educator  
Elliot Hospital Emergency Department

p 603-663-2461  
e [chill@elliot-hs.org](mailto:chill@elliot-hs.org) | Elliot Hospital



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## Kirsten Koch

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**From:** Christina Swanberry <christinaswanberry@me.com>  
**Sent:** Wednesday, April 21, 2021 10:28 AM  
**To:** Kirsten Koch  
**Subject:** HB251

Hello,

As a NH resident, a mother of 20 month old twins, a Registered Nurse, and the program manager of a level 3 trauma center in New Hampshire, I support House Bill 251- having children less than age two remain rear facing.

Thanks,

Christina Swanberry

## Kirsten Koch

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**From:** Hale Dan <Dan.Hale@hcahealthcare.com>  
**Sent:** Tuesday, April 20, 2021 8:14 AM  
**To:** Kirsten Koch  
**Subject:** Fw: Support for HB 251: Child Passenger Restraints

Hello - I registered to give testimony at 2pm. Below is written testimony as well. Please let me know if you have questions.

Thank you, Dan Hale

**Dan Hale, M.D., FAAP, SFHM**

*Medical Director, Pediatric Hospital Medicine Program, Portsmouth Regional Hospital  
Associate Clinical Professor, Tufts University School of Medicine  
Envision Physician Services*

*Dan.Hale@hcahealthcare.com  
Mobile 207-332-9125*



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**From:** Hale Dan  
**Sent:** Tuesday, April 6, 2021 10:34 AM  
**To:** Hale Dan <Dan.Hale@hcahealthcare.com>  
**Subject:** Support for HB 251: Child Passenger Restraints

Dear Representative,

I am a pediatric hospital medicine physician at Portsmouth Regional Hospital and Frisbie Hospital and I am writing in support of HB 251. Your vote of yes will improve the health of children in New Hampshire. Pediatricians and the American Academy of Pediatrics (AAP) recommend children stay in rear facing car seats until at least age 2 years. Therefore this bill modernizes current state law.

A University of Virginia study found that children were 75 percent less likely to suffer severe or fatal injuries in a crash if they are facing the rear. Children are less likely to be seriously injured when rear facing since child's head, neck and back are supported by the safety seat and the forces of the crash are distributed evenly. Significant trauma to the neck and spine can result from a crash if a baby is transitioned to forward facing too early. These rear-facing car seat studies have been studied extensively and this is law in other states are ready. There is no evidence a child can become ill or harmed by staying in a rear facing car seat at older ages.

Here is a link to a video simulation of a 18-month-old child in a rear-facing versus forward-facing child safety seat (The Children's Hospital of Philadelphia Research Institute). Click here to watch:  
<https://www.youtube.com/watch?v=sw5vQM-cYug>

Existing law (RSA 265:107-a) states that all children under age 7 or 57 inches (whichever is reached first) must use a properly fastened and secured child safety seat. There is no specific language to guide parents and caregivers on the appropriate type of child restraint to use at various stages of development. The proposed legislation before you today will help close this identified gap in child passenger safety in New Hampshire law.

This bill passed the Transportation Committee 13-6. Public hearing 58 signed in in support and only 3 opposed. NH Chiefs of Police, AAA, NH Office of Highway Safety, NH Auto Dealers Association (NHADA), Drivers Educators Association, Concord Pediatric Hospital and Children's Hospital at Dartmouth Hitchcock all supported.

Thank you for your support. If you have any specific questions on this safety measure please do not hesitate to contact me on my mobile phone 207-332-9125.

Thank you for all you do, Dan

**Dan Hale, M.D., FAAP, SFHM**

*Medical Director, Pediatric Hospital Medicine Program, Portsmouth Regional Hospital  
Associate Clinical Professor, Tufts University School of Medicine  
Envision Physician Services*

*Dan.Hale@hcahealthcare.com  
Mobile 207-332-9125*



## **Kirsten Koch**

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**From:** Denise Michaud <dmichaud01.dm@icloud.com>  
**Sent:** Tuesday, April 20, 2021 12:50 PM  
**To:** Kirsten Koch  
**Subject:** Please protect our children! Pass Bill HB 251

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Kirsten,

As a NH CPS Tech, I fully support the Bill, HB 251!

It is so important that this bill be supported and passed to protect our youngest members of society! Over and over, research has shown how using proper carseat restraints for children minimizes injuries in the event of a motor vehicle accident!

Thank you!

Denise Michaud

## Kirsten Koch

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**From:** Jean <jlewando@hotmail.com>  
**Sent:** Saturday, May 15, 2021 7:02 PM  
**To:** Kirsten Koch  
**Subject:** HB251

Dear Transportation Committee:

I urge you in the strongest possible terms to support HB251, which requires safety restraints in vehicles for children under the age of 2. Individual freedom does not permit endangering small children. Adults who wish to risk their own lives in vehicles by not using seat belts are free to do so, but acting as if their children's safety is less important than their adolescent understanding of "freedom" is neglectful at best. It is also important to support agencies and organizations that assist people in getting car seats, since they are expensive.

Jean Lewandowski  
Ward 5, Nashua

Sent from Mail for Windows 10



**Joan Catherine Widmer  
94 Baboosic Lake Road  
Amherst, New Hampshire 03031  
603-620-1531/jwidmer56@gmail.com**

April 20, 2021

Transportation Committee Chair Birdsell and members of the Senate Transportation Committee,

I am writing in support of NH HB 251. As a healthcare professional, the data is quite alarming as it relates to children and car seats.

- Car crashes are a leading cause of death for children ages 1 to 13 (National Highway Traffic Safety Administration, NHTSA, n.d.).
- One in three children who died in crashes in 2011 were not buckled up (Centers for Disease Control, CDC, 2014).
- NHTSA reported in 2017; restraints saved the lives of an estimated 325 children under the age of five (NHTSA, 2019).
- A recent study showed that among five states that increased the required car seat or booster seat age to 7 or 8 years, the car seat and booster seat use tripled, and deaths and serious injuries decreased by 17 percent (CDC, 2014).

Children who are less than two years old are still developing hence the need for remaining in a rear-facing car seat. The weight of a child's head and the anatomy of the developing spine increase a young child's risk for spinal cord injury and excessive head excursion during a crash. A rear-facing child restraint system (RFCRS) provides support to the head and spine that significantly reduces neck loading in crashes having a frontal component (McMurry et al., 2018)

The data supports this finding:

- National Automotive Sampling System Crashworthiness Data System (NASS-CDS) data from 1988 to 2003 for crash occupants 0–23 months restrained in a rear-facing car restraint system (RFCRS) or forward-facing car restraint system (FFCRS) were analyzed.
- Across all crash types, children in FFCRS were 76% more likely to be seriously injured (Injury Severity Score or ISS  $\geq 9$ ) than children restrained in RFCRS.
- When those 12–23 months were analyzed separately, rear-facing children were more than five times less likely to be seriously injured than when restrained in FFCRS (McMurray et al., 2018).

As a former emergency room nurse, I have seen firsthand the injuries that can occur to children who are not properly secured in a moving vehicle. This bill is so important to reduce unnecessary injury and death of the most important resource in this country, our children.

Thank You for your time and consideration in this matter.

Respectfully,



Joan C. Widmer, MS, MSBA, RN, CEN  
Former emergency room nurse and nursing advocate

## Kirsten Koch

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**From:** Joe Colella - JPMA <jcolella@jpma.org>  
**Sent:** Tuesday, April 20, 2021 4:02 PM  
**To:** Regina Birdsell; David Watters; Ruth Ward; Denise Ricciardi; Tom Sherman; Kirsten Koch  
**Cc:** 'Alexandra McGerigle'  
**Subject:** RE: JPMA Comments - NH HB 251 Child Restraint Requirements

Thank you again for the opportunity to testify and answer questions. Per the Chair's request, here is an educational video (including crash tests) demonstrating some of the differences between rear-facing and forward-facing protection, and underlining the importance of keeping children facing the rear longer.

<https://www.youtube.com/watch?v=tuZFVPv3Rpk>

Thank you for considering this important bill.

Joe Colella

**Joseph M Colella**  
**Director of Child Passenger Safety**  
**Juvenile Products Manufacturers Association**  
**301-466-8140**  
**[jcolella@jpma.org](mailto:jcolella@jpma.org)**

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**From:** Alexandra McGerigle <AMcGerigle@serlinhaley.com>  
**Sent:** April 20, 2021 12:20  
**To:** Regina.Birdsell@leg.state.nh.us; David.Watters@leg.state.nh.us; Ruth.Ward@leg.state.nh.us; Denise.Ricciardi@leg.state.nh.us; Tom.Sherman@leg.state.nh.us; kirsten.koch@leg.state.nh.us  
**Cc:** jcolella@jpma.org  
**Subject:** JPMA Comments - NH HB 251 Child Restraint Requirements

Dear Chair Birdsell and members of the Senate Committee on Transportation,

On behalf of the Juvenile Products Manufacturers Association (JPMA), I am submitting the attached comments in regard to HB 251 on Child Restraint Requirements which is being heard in your Committee today.

We appreciate the opportunity to comment on this legislation and would be happy to answer any questions that you may have. Joe Colella will be offering verbal testimony for JPMA during the hearing later today as well.

Sincerely,

Allie McGerigle  
Government Affairs Associate  
Serlin Haley LLP on behalf of JPMA  
617-830-5247 direct  
781-249-1317 cell  
[amcgerigle@serlinhaley.com](mailto:amcgerigle@serlinhaley.com)





April 20, 2021

Senate Transportation Committee  
New Hampshire State Senate  
Senator Regina Birdsell, Chair  
107 North Main Street  
Concord, NH 03301

**RE: HB 251 Child Passenger Restraints**

Dear Chair Birdsell, Vice-Chair Watters and members of the Senate Transportation Committee,

JPMA appreciates the opportunity to comment on HB 251 and express our support for this bill, as updated by House amendments. The JPMA is a national not-for-profit trade organization representing 95% of the prenatal to preschool industry including the producers, importers, or distributors of a broad range of childcare articles that provide protection to infants and assistance to their caregivers. JPMA exists to advance the interests, growth and well-being of North American prenatal to preschool product manufacturers, importers, and distributors marketing under their own brands to consumers. JPMA also partners with government officials, consumer groups, and industry leaders on programs to educate consumers on the safe selection and use of juvenile products.

As your legislature considers improved child occupant protection legislation for New Hampshire families, the JPMA would like to support the effort and help assure consistency with latest research and current recommendations from the American Academy of Pediatrics (AAP) and the National Highway Traffic Safety Administration (NHTSA). This includes delaying transitions between restraint categories based on manufacturer instructions, and requiring that all child restraint and vehicle instructions are followed.

The updated child passenger safety policy statement from the AAP recommends delaying transition as long as possible, citing research that rear-facing is biomechanically safer than forward facing for our youngest citizens, and their statement includes following the specific weight, height and age limits in the manufacturer instructions for the specific car seat model. The NHTSA guidance agrees with the AAP, and both groups recommend rear seat placement for children until they are at least age 13.

The JPMA generally supports legislation requiring extended rear-facing car seat use. With age 2 as a chosen requirement for rear-facing child restraint use, and considering that these **safety devices** are

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**JUVENILE PRODUCTS MANUFACTURERS ASSOCIATION, INC.**

1120 Route 73, Suite 200 • Mt. Laurel, NJ 08054  
TEL: 856.638.0420 • FAX: 856.439.0525  
jpma@jpma.org • www.jpma.org

designed and tested to protect children within a specified height and weight range when used correctly, we strongly recommended specifying that the child restraint manufacturer instructions for height, weight, age and usage must be followed. That language was added in an amendment, so the bill now requires that a child under age 2 is properly restrained rear-facing in a car seat appropriate for his or her specific height and weight. **JPMA now fully supports the passage of this bill.**

On behalf of the juvenile products industry and child restraint manufacturers, we want to thank you for your efforts to keep New Hampshire children safe from harm. Motor vehicle crashes are a leading cause of death and injuries, and car seat education, legislation, and enforcement are proven methods for reducing their negative effects.

Sincerely,

A handwritten signature in cursive script, reading "Kelly Mariotti".

Kelly Mariotti, JD, CPA, CAE  
Executive Director

## Kirsten Koch

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**From:** Dinapoli, Pamela <Pam.DiNapoli@unh.edu>  
**Sent:** Wednesday, May 12, 2021 9:06 AM  
**To:** Regina Birdsell; David Watters; Ruth Ward; Denise Ricciardi; Tom Sherman; Kirsten Koch  
**Subject:** Rear facing car seats

Good afternoon

Thank you for listening to testimony related to HB 251. I think that you can agree that the testimony was compelling. The testimony provided by Cindy Tuttle a nurse from the NHNA who is also a Child Safety Seat Expert provide a video that showed you that the arguments such as larger children, parents concerned about car sickness and the manufacturers recommendations are clear and consistent with this bill

I urge you to support this bill if you have any concerns, please contact me. I know that many of your constituents have reached out with evidence to help you make your decision.

Thank you

Pam DiNapoli

NHNA executive director

UNH Associate Professor-emeritus

Department of Nursing

## Kirsten Koch

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**From:** Judy Aron  
**Sent:** Tuesday, April 20, 2021 2:54 PM  
**To:** Regina Birdsell; David Watters; Ruth Ward; Denise Ricciardi; Tom Sherman; Kirsten Koch  
**Subject:** HB251 - Testimony in Opposition

Testimony - HB251

4/20/2021

Senate Transportation Committee

Thank you Madame Chair and Good Morning to Senate Transportation Committee Members,

I am writing to you today **in opposition to HB251** and believe that while this bill is well intentioned, it is just not a bill that NH parents need or want. If anything, it needs further work, and maybe even a provision for exceptions.

This bill mandates that children under the age of 2 years old must be restrained in a vehicle in a rear facing car seat and is yet another State mandate which dictates to parents what the State thinks is best for their children.

We already have State statute that tells us that children 7 years old and under need to be in a proper child restraint while traveling in a vehicle. That is fine with parents and is in accordance with the current US Department of Transportation guidelines. Those guidelines also tell us that there is an age overlap between usage of different types of car seats. Recommendations are for rear facing car seat use for 1-3 year olds, forward facing seats for 18 months to 7 year olds, and booster seat use for children 4-12 year olds. Those recommendations also go along with manufacturer recommendations on use. That being said, this bill before us only offers an inflexible state mandate dictating use of a rear facing car seat for age 2 and under, despite the fact that between 18 months and 2 years either rear facing or front facing seats are appropriate and safe. That is a 6 month difference. Depending on the size of the child, and other mental and emotional development, that is a huge gap of time where a rear facing seat may not work well. The decision to move to a front facing seat should be up to the parent and the pediatrician.

I have received comments from constituents... the very parents we seek to dictate this law to and this is only a sampling of what they have said:

"While I personally agree children should be rear facing up to age 2, we had to turn our son around at 18m because he would literally throw up every time we drove in the car. There's just too many variables and as long as the child is in the correct seat for their weight and height the parents should be in control of when they turn them around. We don't need more government legislation in our everyday lives. The actual issue here isn't the recommendation, it is making it mandatory that is wrong."

"Personally I think making a 2 year old child face the back of the car seat as opposed to facing forward where they can see out the front and side windows, not to mention can see the parent(s) is somewhat akin to putting them in the corner for punishment. It seems psychologically cruel to me. With today's car seats having 5 point straps, I see no great advantage in having the child in the rear facing position in case of an accident, but I do see a psychological detriment. "

"I think the child's height needs to be included. I turned mine to a front facing seat sooner because she was so squished due to her height. I also hated her being rear facing when they choke on their own spit at a young age. By age 2 they are very engaging and talking...and they would be looking at the back of the seat instead of being able to see you."

"This bill puts a lot of work on law enforcement. It will force them to question the age of a child, the height and weight of a child. The officer is going to have to take the adult's word for it, and there is no way to verify the information, so there should be no reason to ask it. This law is going to be nearly impossible to enforce. And what happens if police stop the vehicle, determine the child is in the wrong type car seat? Will the parents be allowed to proceed to their destination? "

Comments like this go on and on. Every parent I have talked to wants to be able to make their own decision, along with input from their pediatrician as to what type of child restraint is appropriate and safe for their child.

The single biggest issue with these parents was that some kids get car sick in rear facing car seats, or cannot fit properly in them for months before their 2nd birthday. We need to respect those concerns and address them. This bill does not do that. It simply makes a mandate for rear-facing seats.

And if you want to talk about data...I received a report from the National Center for Statistics at the National Highway Traffic Safety Administration regarding fatal crashes involving children

and there has been no problem with kids under the age of 2 dying or becoming injured as a result of not using rear facing car seats in NH. Statistically, we do not have a problem that needs to be solved here. Instead of mandating specific car seats be used, we should continue to allow parents, along with their pediatricians advice, to decide which restraints work best, since their number one priority and concern is their child's safety and well being.

Please vote against this bill as NH parents do not need yet another state mandate telling them what is best for their child.

Thank you,



Judy Aron  
NH State Representative  
Sullivan County District 7  
(Acworth, Goshen, Langdon, Lempster, Washington)  
Environment and Agriculture Committee, Vice-Chair  
Transportation, Member  
266 Forest Road, South Acworth, NH 03607  
603-843-5908

## Kirsten Koch

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**From:** Paquin, Sheryl <SPaquin2@Elliot-HS.org>  
**Sent:** Monday, April 19, 2021 4:46 PM  
**To:** Regina Birdsell; David Watters; Ruth Ward; Denise Ricciardi; Tom Sherman; Kirsten Koch  
**Subject:** HB 251

Hello,

I am writing to express my support of the child passenger bill - HB251 -that will keep children rear facing until the age of 2. I am a RN at Elliot Hospital's Maternity Center in Manchester , I am also the chair of the car seat safety committee. Evidenced as proven that rear facing is the safest position for children regardless of age - children should truly stay rear facing until they out grow the height and weight requirements of the car seat ( and this can be over the age of 2) Please consider passing this bill to keep the children of New Hampshire safe!

Thank you!

Sheryl Paquin, RRN, MSN

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## Kirsten Koch

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**From:** director@catsnh.org  
**Sent:** Monday, April 19, 2021 12:01 PM  
**To:** Regina Birdsell; David Watters; Ruth Ward; Denise Ricciardi; Tom Sherman; Kirsten Koch  
**Subject:** letter of SUPPORT for HB251 - thank you for reading our note!

April 2021

Dear Honorable Members of the Senate Transportation Committee,

I am writing on behalf of our non-profit, the Community Alliance for Teen Safety (CATS), to voice our **support for HB 251** which will help protect children, our most vulnerable population, from serious injury or death by requiring children under the age of 2 years old be restrained in a rear facing child restraint in a motor vehicle.

Tragically every year in the United States children are seriously injured or lose their lives in car crashes. The simple use of proper child safety seats can help prevent these tragic losses. You can help parents, grandparents and everyone who transports a child in a motor vehicle understand how to keep their vulnerable passengers safer by passing HB 251.

- Research and data (*American Academy of Pediatrics, National Highway Traffic Safety Administration, CDC and others*) guide us in how we can best protect our children and recommend this approach as a *best practice* to keep children safer and more secure. Children in their 2nd year of life (12 to 23 months) are less likely to be seriously injured when rear-facing while in a motor vehicle, because rear-facing child restraints distribute the force of the crash across the head, neck and spinal column, as opposed to concentrating force solely on the neck, as in a forward-facing crash. The vertebrae in the neck of a young child have not fused to bone at this age making the neck highly susceptible to stretching which can lead to injury, paralysis or death. A study by the University of Virginia found that children were 75 percent less likely to suffer severe or fatal injuries in a crash if they are facing the rear. Understanding physics and physiology help us make decisions that protect our children from life-threatening injury.

**MISSION:**  
To promote safe habits for all youth by increasing awareness of high-risk behaviors, encouraging healthy choices and fostering community alliances.

### **Our non-profit has a history of caring about child and youth safety...**

The Community Alliance for Teen Safety (CATS) was founded in 1996 after 11 teens lost their lives in car crashes within a short period of time in Derry. Under the leadership of the Director of Emergency Services at Parkland Medical Center a grassroots coalition of community leaders, youth, parents, state safety specialists and others came together to determine what the root causes were that led to the tragedies. Lack of seat belt use was identified as a common factor in the deaths of the teens. This grassroots coalition became CATS and formalized by incorporating in 1996 and receiving its non-profit status in 1997. Its initial focus was on driving safety. CATS spearheaded efforts to raise the mandatory age for seat belt use from age 12 to age 18. The Governor came to Derry in 1997 to sign this legislation into law in recognition of the community's loss and efforts. The coalition was recognized as NH's 1<sup>st</sup> Safe Communities program by NHTSA in 1997 and received the International Safe Communities Special Achievement Award in 2000. <http://www.catsnh.org/>

***Thank you for taking a moment in your busy day to read my note! And... thank you for your service to NH. Please help keep children safe by supporting HB 251!***

Sincerely,

*Sue Centner*

Sue Centner, Executive Director

Community Alliance for Teen Safety (CATS)

1 Hood Rd (Office)

PO Box 1225 (Mail)

Derry, NH 03038-6225

603.505.5115 cell

[director@catsnh.org](mailto:director@catsnh.org)

<http://www.catsnh.org>

***"We cannot always build the future for our youth, but we can build our youth for the future". (Franklin D. Roosevelt)***



ADVOCATES  
FOR HIGHWAY  
& AUTO SAFETY



April 19, 2021

The Honorable Regina Birdsell, Chair  
The Honorable David Watters, Vice Chair  
Senate Transportation Committee  
General Court of New Hampshire  
107 North Main Street  
Concord, New Hampshire 03301

Dear Chairperson Birdsell and Vice Chairperson Watters:

As leading public health and medical, traffic safety and child safety advocacy organizations, the New Hampshire Emergency Nurses Association, Advocates for Highway and Auto Safety (Advocates), and KidsAndCars.org urge you to support House Bill (HB) 251 to upgrade New Hampshire's child occupant protection statute. This measure requires that children remain rear facing in a child safety seat until age two or older. Children should remain in appropriate safety seats as long as possible, until they have outgrown the seat specifications. When children are properly restrained in a child safety seat that is suitable for their age and size, their chance of being killed or seriously injured in a car crash is greatly reduced.

Motor vehicle crashes are a leading cause of death for children in the United States (Centers for Disease Control and Prevention (CDC)). On average, three children under age 14 were killed in traffic crashes each day in 2019 resulting in 1,053 fatalities, according to the National Highway Traffic Safety Administration (NHTSA). An additional 183,143 children were injured in crashes (NHTSA). Improperly restrained child passengers present a serious public health problem, yet it can be addressed with a proven solution. Across all age groups, injury risk is lowest (less than two percent) when children are placed in an age-appropriate restraint in the rear seat. Proper car seat use reduces fatal injury by 71 percent for infants and 54 percent for toddlers in passenger vehicles (NHTSA).

New Hampshire's current child passenger safety law requires children age six and younger and under 57 inches in height to use a child safety seat. Since the law was enacted, new research has been conducted and best practices in child passenger protection have been updated by the American Academy of Pediatrics (AAP) calling for specifications related to stages of physical development from infancy through early childhood. According to the AAP, children younger than two years old are at an elevated risk of head and spine injuries in motor vehicle crashes because their heads are relatively large and their necks smaller with weak musculature. By supporting the entire torso, neck, head and pelvis, a rear facing car seat distributes crash forces over the entire body rather than focusing them only at belt contact points. When a child is placed in a rear facing car seat through age two or older, they are provided with optimal support for their head and neck in the event of a crash.

We urge you to advance HB 251, which reflects recommendations based on research and best practices, to improve child passenger safety in New Hampshire.

Sincerely,

Stacey Savage, President  
New Hampshire Emergency Nurses Association

Catherine Chase, President  
Advocates for Highway and Auto Safety

Janette Fennell, President and Founder  
KidsAndCars.org

cc: Senate Transportation Committee Members

**Kirsten Koch**

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**From:** Thomas D. Leach <Thomas.D.Leach@hitchcock.org>  
**Sent:** Tuesday, April 20, 2021 9:16 AM  
**To:** Regina Birdsell; David Watters; Ruth Ward; Denise Ricciardi; Tom Sherman; Kirsten Koch  
**Subject:** Child Seat Bill HB251

Ladies and Gentlemen,

My name is Tom Leach and I am the New Hampshire Child Passenger Safety Coordinator. I work for the Children's Hospital at Dartmouth-Hitchcock through the office of Highway Safety. New Hampshire has a robust Child Seat Safety program in place with over 200 technicians and 55 fitting stations where parents and caregivers can go to have their child seats checked by a certified technician. Our technicians see misuses of all types on 80% of the seats that come into their stations. Of that 80%, nearly half have what we call serious misuse issues which are likely to cause serious injury or death to the child if a crash was to occur. The two most serious issues experienced are children facing forward too early and children using the wrong seat. Once the physics is explained and how a child is more protected rear facing parents are more agreeable to have their children rear facing until they reach the maximum weight/height of their rear facing seats.

This Bill will help close that gap with consistent messaging and education to parents and caregivers. I am sure by now you have learned that this is a matter of physics and a child's body not being equipped to sustain serious forces of a crash while facing forward. Most adults cannot handle these forces either but we can't drive facing rearwards. I am hoping you help the children of New Hampshire by voting in favor of Bill HB251. If you would like to learn more about Child Passenger Safety in New Hampshire I invite you to view our website at [www.beseatsmartNH.org](http://www.beseatsmartNH.org).

Thank you.

Tom Leach

Thomas Leach  
New Hampshire CPS Coordinator  
Children's Hospital at Dartmouth-Hitchcock  
35 Centerra Parkway  
Lebanon, NH 03766

**[www.beseatsmartNH.org](http://www.beseatsmartNH.org)**

**INJURY PREVENTION CENTER**

**Children's Hospital at  
Dartmouth-Hitchcock**

**IMPORTANT NOTICE REGARDING THIS ELECTRONIC MESSAGE:**

This message is intended for the use of the person to whom it is addressed and may contain information that is privileged, confidential, and protected from disclosure under applicable law. If you are not the intended recipient, your use of this message for any purpose is strictly prohibited. If you have received this communication in error, please delete the message and notify the sender so that we may correct our records.

## Kirsten Koch

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**From:** Vinny Curro <vincurro@comcast.net>  
**Sent:** Monday, April 19, 2021 6:59 PM  
**Cc:** Thomas.D.Leach@hitchcock.org  
**Subject:** FW: HB 251  
**Attachments:** HB 251 - 2021-0487h.pdf

Good day Honorable New Hampshire State Senator, it is my understanding that your committee will be taking up HB251, a change in motor vehicle laws governing transporting children in motor vehicles. While I am not able to present to your committee on Tuesday, I would like you to consider the information sent to your counterparts in the NH House of Representatives prior to their vote on the bill.

Below is the e-mail sent to them, I also ask your help in moving this bill forward for vote and passage.

As stated below, should you have any questions that I may assist with, please do not hesitate to reach out.

Respectfully,

Vinny Curro

Londonderry, NH

Mobile: 603-867-7472

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**From:** Vinny Curro [mailto:vincurro@comcast.net]  
**Sent:** Wednesday, April 7, 2021 7:20 PM  
**Cc:** 'vincurro@comcast.net'; Thomas D. Leach <Thomas.D.Leach@hitchcock.org> (Thomas.D.Leach@hitchcock.org)  
**Subject:** HB 251

Good day Honorable New Hampshire State Representatives, I write to you today regarding HB 251 which I understand is up for a vote on Thursday April 8, 2021.

By way of introduction, I have lived in NH for 35 years, have been a volunteer with Londonderry Fire Rescue; current rank of Call Lt. for 29 years, a Child Passenger Safety (Car Seat) Technician for 21 years, 11 of which I have been an instructor and am Coordinator of the Londonderry Child Passenger Safety Program where we have inspected car seat installations for almost 20 years. In our almost 20 years we have inspected over 2700 car seats for folks from all over NH and MA.

Per the attached, I would ask that you vote in the positive for this change in the child passenger safety laws for the State of NH. This change will make it necessary for a parent or caregiver to make sure their up to 2 year old child is rear facing while traveling in a motor vehicle. Our training curriculum, approved by NHTSA, The American Academy of Pediatrics and many other safety personnel from all over the country all agree that this is a safer mode of transportation. Many studies from various safety professionals, such as Dr. Marilyn Bull, all have proven that the chance of serious injury for a child involved in a motor vehicle collision, is much less while riding rear facing.

I have copied Mr. Thomas Leach, Coordinator for the State Of NH Child Passenger Safety Program, on this e-mail as well. Should you have any questions I can answer for you, please do not hesitate to reach out to me.

Thank you for your service and all you do for the citizens of New Hampshire.

Respectfully,

Vinny Curro

Mobile: 603-867-7472

# Voting Sheets



# Senate Transportation Committee

## EXECUTIVE SESSION RECORD

2021-2022 Session

Bill # HB 251 FN

Hearing Date: 4/20/21

Executive Session Date: 4/27/21

Motion of: Committee Amendment - OTP Vote: 5-0

Committee Member	Present	Made by	Second	Yes	No
Sen. Birdsell, Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Watters, Vice Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Ricciardi	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Sherman	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Ward	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Motion of: OTPA Vote: 5-0

Committee Member	Present	Made by	Second	Yes	No
Sen. Birdsell, Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Watters, Vice Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Ricciardi	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Sherman	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Ward	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Motion of: Consent Calendar Vote: 5-0

Committee Member	Present	Made by	Second	Yes	No
Sen. Birdsell, Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Watters, Vice Chair	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Ricciardi	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Sherman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Ward	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Motion of: \_\_\_\_\_ Vote: \_\_\_\_\_

Committee Member	Present	Made by	Second	Yes	No
Sen. Birdsell, Chair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Watters, Vice Chair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Ricciardi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Sherman	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Ward	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Reported out by: Sen. Ricciardi

Notes: \_\_\_\_\_

# Committee Report

STATE OF NEW HAMPSHIRE  
SENATE  
REPORT OF THE COMMITTEE  
FOR THE CONSENT CALENDAR

Wednesday, April 28, 2021

THE COMMITTEE ON Transportation

to which was referred **HB 251-FN**

AN ACT

requiring children under the age of 2 years to be  
restrained in a motor vehicle.

Having considered the same, the committee recommends that the Bill

OUGHT TO PASS WITH AMENDMENT

BY A VOTE OF: 5-0

AMENDMENT # 1229s

Senator Denise Ricciardi  
For the Committee

This bill, as amended, establishes a committee to study New Hampshire children in rear facing restraints in motor vehicles. The membership of the study committee includes one senator and four members of the house of representatives. The study committee will produce a preliminary report due November 1, 2021 and a final report due November 1, 2022. The Senate Transportation Committee recognizes from the testimony the need to keep New Hampshire children safe in accordance with the American Academy of Pediatrics' standards. The committee felt it was best to establish a study committee to review data specific to New Hampshire.

Kirsten Koch 271-3266

FOR THE CONSENT CALENDAR

**TRANSPORTATION**

**HB 251-FN**, requiring children under the age of 2 years to be restrained in a motor vehicle.

Ought to Pass with Amendment, Vote 5-0.

Senator Denise Ricciardi for the committee.

This bill, as amended, establishes a committee to study New Hampshire children in rear facing restraints in motor vehicles. The membership of the study committee includes one senator and four members of the house of representatives. The study committee will produce a preliminary report due November 1, 2021 and a final report due November 1, 2022. The Senate Transportation Committee recognizes from the testimony the need to keep New Hampshire children safe in accordance with the American Academy of Pediatrics' standards. The committee felt it was best to establish a study committee to review data specific to New Hampshire.

## General Court of New Hampshire - Bill Status System

**Docket of HB251**

Docket Abbreviations

**Bill Title:** (New Title) establishing a committee to study requiring New Hampshire children to be placed in rear facing restraints in motor vehicles.

*Official Docket of HB251.:*

<b>Date</b>	<b>Body</b>	<b>Description</b>
1/9/2021	H	<b>Introduced</b> (in recess of) 01/06/2021 and referred to Transportation <b>HJ 2 P. 40</b>
2/3/2021	H	Public Hearing: 02/12/2021 02:30 pm Members of the public may attend using the following link: To join the webinar: <a href="https://www.zoom.us/j/98796113084">https://www.zoom.us/j/98796113084</a> / Executive session on pending legislation may be held throughout the day (time permitting) from the time the committee is initially convened.
3/5/2021	H	Executive Session: 03/05/2021 11:30 am Members of the public may attend using the following link: To join the webinar: <a href="https://www.zoom.us/j/99182085994">https://www.zoom.us/j/99182085994</a>
3/29/2021	H	Majority Committee Report: Ought to Pass with Amendment <b>#2021-0652h</b> (Vote 13-6; RC) <b>HC 18 P. 61</b>
3/29/2021	H	Minority Committee Report: Inexpedient to Legislate
4/9/2021	H	Lay on Table (Rep. Osborne): MF DV 181-188 04/09/2021 <b>HJ 7 P. 55</b>
4/9/2021	H	Amendment <b>#2021-0652h</b> : AA DV 232-137 04/09/2021 <b>HJ 7 P. 55</b>
4/9/2021	H	Lay on Table (Rep. Spillane): MF <b>RC</b> 179-197 04/09/2021 <b>HJ 7 P. 56</b>
4/9/2021	H	Indefinitely Postpone (Rep. Belanger): MF DV 180-195 04/09/2021 <b>HJ 7 P. 58</b>
4/9/2021	H	<b>Ought to Pass with Amendment</b> 2021-0652h: MA <b>RC</b> 198-176 04/09/2021 <b>HJ 7 P. 60</b>
4/9/2021	H	Reconsider (Rep. T. Smith): MF DV 143-227 04/09/2021 <b>HJ 7 P. 62</b>
4/13/2021	S	Introduced 04/08/2021 and Referred to Transportation; <b>SJ 12</b>
4/15/2021	S	Remote <b>Hearing</b> : 04/20/2021, 02:00 pm; Links to join the hearing can be found in the Senate Calendar; <b>SC 20</b>
4/28/2021	S	Committee Report: Ought to Pass with Amendment <b>#2021-1229s</b> , 05/06/2021; Vote 5-0; CC; <b>SC 22</b>
5/6/2021	S	Sen. Sherman Moved to Remove HB 251 from the Consent Calendar; 05/06/2021; <b>SJ 14</b>
5/6/2021	S	Sen. Bradley Moved to Special Order to 05/13/21, <b>RC</b> 23Y-0N, MA; 05/06/2021; <b>SJ 14</b>
5/6/2021	S	Committee Report: Ought to Pass with Amendment <b>#2021-1229s</b> , 05/13/2021; <b>SC 23</b>
5/13/2021	S	Committee Amendment <b>#2021-1229s</b> , AA, VV; 05/13/2021; <b>SJ 15</b>
5/13/2021	S	<b>Ought to Pass with Amendment</b> 2021-1229s, MA, VV; OT3rdg; 05/13/2021; <b>SJ 15</b>
6/10/2021	H	House Concurs with Senate Amendment 2021-1229s (Rep. Walsh): MA VV 06/10/2021 <b>HJ 10 P. 19</b>
7/12/2021	S	Enrolled Adopted, VV, (In recess 06/24/2021); <b>SJ 20</b>
7/12/2021	H	Enrolled (in recess of) 06/24/2021

7/26/2021	H	Signed by Governor Sununu 07/23/2021; Chapter 135; Eff: 07/23/2021
NH House		NH Senate

# Other Referrals

## Senate Inventory Checklist for Archives

Bill Number:

HB 251-FN

Senate Committee:

Transportation

Please include all documents in the order listed below and indicate the documents which have been included with an "X" beside

☒ Final docket found on Bill Status

### Bill Hearing Documents: {Legislative Aides}

☒ Bill version as it came to the committee

☒ All Calendar Notices

☒ Hearing Sign-up sheet(s)

☒ Prepared testimony, presentations, & other submissions handed in at the public hearing

☒ Hearing Report

☒ Revised/Amended Fiscal Notes provided by the Senate Clerk's Office

### Committee Action Documents: {Legislative Aides}

All amendments considered in committee (including those not adopted):

\_\_\_ - amendment # \_\_\_

☒ - amendment # 2021-1229s

\_\_\_ - amendment # \_\_\_

\_\_\_ - amendment # \_\_\_

☒ Executive Session Sheet

☒ Committee Report

### Floor Action Documents: {Clerk's Office}

All floor amendments considered by the body during session (only if they are offered to the senate):

\_\_\_ - amendment # \_\_\_

\_\_\_ - amendment # \_\_\_

\_\_\_ - amendment # \_\_\_

\_\_\_ - amendment # \_\_\_

### Post Floor Action: (if applicable) {Clerk's Office}

\_\_\_ Committee of Conference Report (if signed off by all members. Include any new language proposed by the committee of conference):

\_\_\_ Enrolled Bill Amendment(s)

\_\_\_ Governor's Veto Message

### All available versions of the bill: {Clerk's Office}

☒ as amended by the senate

☒ as amended by the house

☒ final version

Completed Committee Report File Delivered to the Senate Clerk's Office By:

Kirsten Koch  
Committee Aide

7/26/21  
Date

Senate Clerk's Office [Signature]