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**Folder Title:**  
Transportation Briefing 2/13/91 [OA 6855]

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Grant/Dooley  
February 11, 1991  
10 a.m. A:ROADS

**BRIEF REMARKS: TRANSPORTATION BRIEFING  
ROOM 450  
WEDNESDAY, FEBRUARY 13, 1991  
TIME?**

Welcome to the White House. It's great to have all of you here, and it's always a pleasure to see our very able Secretary of Transportation, Sam Skinner. ((When Sam told me about this briefing, he said it was time we did something to **ease congestion**. I said, "That's great, Sam, but I got over my cold last week." //))

Thirty-five years ago, President Eisenhower's vision for an Interstate Highway System became reality. His idea spurred development in this country for a generation, and united our states as never before -- economically, politically, and socially. Take a look at any map of our country and you'll see President Eisenhower's legacy for a strong America.

Today, the Interstate System is virtually complete. But as we stand on the road to the next American Century, it seems there's **nothing but potholes -- literally**. Over 168,000 miles of highway need repair. Last year, over 134,000 bridges were structurally deficient, and 5,000 were closed to traffic. We need to move ahead -- toward **improved productivity and competitiveness** -- and to get there, we need **safe, efficient, modern roads**.

The stakes are high. Economic competition in the 21st century will be tougher than ever before. Already,

transportation accounts for 17 percent of our G.N.P. and up to a quarter of our export dollars. With this in mind, we've designed this legislation to **build competitiveness** by reflecting the dynamics of the marketplace. It improves the links between workers and jobs, and goods and markets. Because we've got to find ways to expand the nation's **mobility** -- for urban Americans, for rural Americans, and for disabled Americans on the move.

So today we're calling for renewed commitment to **investing in America's future**. This bill contains a **25 percent increase** in highway investment over the next five years. Funds for mass transit will increase by 6 percent, with a **33 percent increase** in capital investment. This investment will give a shot in the arm to American workers -- by creating thousands of jobs in the short term, and boosting productivity in the long-term.

This morning we're unveiling a blueprint for a new national highway system. It will encourage advanced technologies like "smart cars" and high speed rail; it will use modern management methods to protect the Nation's investment, by making better use of existing highways; and it will move traffic -- and paperwork -- more efficiently. And it provides flexibility to the private sector and to the states, so that federal funds are targeted to where they are needed most.

In these days of environmental terrorism -- ((and I'm not talking about my wife's accident with the tree)) -- we're all concerned about conserving energy and protecting the environment. Transportation in this country causes **more than half** of urban air

pollution and consumes **even more** of our petroleum. Our aim is to reduce fuel consumption and ease traffic jams -- in order to save energy and cut air pollution. And we want to put flexibility in the hands of the states in meeting clean air goals -- because we can strike a balance between improving mobility, protecting the environment, and saving energy.

And finally, our most important goal is to save lives. Each year, 45,000 Americans die on highways -- the equivalent of one jetliner crash every day. So we've proposed a **43 percent increase** in funding for highway and rail safety programs over the next five years. This Administration supports the battle against drunk driving, and we encourage people to buckle up for safety. [Insert joke about Vince and Larry, the safety dummies].

**This bill is a good one.** We believe it will draw broad support from all sectors -- the states, the transportation industry, and the Congress. As part of this Administration's National Transportation Strategy, it will move us into the Next American Century.

With this legislation, **America is on the road** to expanded productivity, more jobs, and a strengthened infrastructure -- for a **stronger United States**. Secretary Skinner, since you've already been dubbed the "Road Warrior," -- ((although I find this confusing, having never noticed any resemblance to Mel Gibson)) -- I'm asking you to bring me back a bill I can sign by the end of this year.

Now I understand Secretary Skinner will discuss the specifics of this bill in greater detail. Thank you.

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transportation accounts for 17 percent of our G.N.P. and up to a quarter of our export dollars. <sup>and (4)</sup> With this in mind, we've designed <sup>new</sup> ~~this~~ <sup>-- the Act --</sup> legislation to build competitiveness, by reflecting the dynamics of the marketplace. <sup>by (5) ing</sup> It ~~improves~~ the links between workers and jobs, and goods and markets. <sup>(1)</sup> ~~Because~~ we've got to find ways to expand the nation's mobility -- for urban Americans, for rural Americans, and for disabled Americans on the move.

<sup>(2)</sup> So today we're calling for <sup>a</sup> renewed commitment to ~~investing~~ in America's future. <sup>(7)</sup> This bill contains a 25 percent increase in highway investment over the next five years. Funds for mass transit will increase by 6 percent, with a 33 percent increase in capital investment. This investment will give a shot in the arm to American workers -- by creating thousands of jobs in the short term, and boosting productivity in the long-term.

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# # #

## SURFACE TRANSPORTATION REAUTHORIZATION SUMMARY

### FEDERAL-AID HIGHWAY PROGRAM

**BASIC STRUCTURE:** The current Federal-aid highway programs, covering a Federal-aid highway system of about 850,000 miles (consisting of the Interstate, Primary, Secondary, and Urban systems), would be restructured into the National Highway System (NHS), the Urban and Rural Program (URP) and the Bridge Program.

The bill establishes a new National Highway System, a system of some 150,000 miles nationwide that will include the existing Interstate System, other principal arterial routes, and the Strategic Highway Network and its connectors to support the Nation's defense capabilities. A major category of funding assistance will be dedicated to construction and reconstruction of the National Highway System.

The Interstate System will be completed with funds provided in this bill. Establishment of the National Highway System is the logical next step. Construction of the Interstate System through a federally financed, State-administered program has been one of the great American success stories of this century. The proposed National Highway System program builds on that achievement. The new system will incorporate the Interstate System, but it will also reflect the major demographic and travel changes that have occurred since the Interstate routes were designated. Designation of the routes will be accomplished through a cooperative effort with the States after enactment of the legislation. It will be an interconnected system of principal arterial routes that will serve major population centers, ports, airports, and international border crossings; meet national defense requirements; and serve interstate and interregional travel. A planning effort is currently underway with the States for a preliminary designation of a potential NHS. After enactment, during the transition from the old system to the new, States will be able to use NHS funds on any principal arterial highway.

The Urban and Rural Program (URP) would replace several existing categorical programs, including the secondary, urban, and that part of the primary program covering minor arterials. The new program would have greater flexibility and minimal Federal requirements. States could use their URP funds on any road other than those classified as local or as rural minor collectors, and they could use them for transit capital projects. Federal project approval would be eliminated for the URP to streamline the process. States would certify that they would meet applicable Federal requirements and would provide an annual report on how funds have been used. FHWA could review compliance. Future payments could be withheld if reviews showed substantial noncompliance.

The Bridge Program would be continued with some modifications to assist States in replacing and rehabilitating deficient bridges. Bridge funds could be used on any public road with certain percentage requirements for funds to be used on the NHS and on local roads or rural minor collectors. The discretionary program is essentially a continuation of the current program. The increase in funding of more than 70% over the last reauthorization period will enable real progress toward removing the accumulating backlog of bridge needs throughout the country.

The Interstate Construction and Interstate Substitution programs would be continued through FY 1995 to fund the remaining cost-to-complete. All States, except Massachusetts, will receive yearly Interstate Completion apportionments based on each State's share of the remaining cost-to-complete in the 1991

U.S. Department of Transportation  
February 7, 1991

NOTE: Some provisions are subject to change based on interagency review.

Interstate Cost Estimate (ICE). In order to accommodate the extended construction schedule in Massachusetts, which accounts for a very large portion of the remaining cost, that State will receive a specified yearly allocation, also based on the 1991 ICE. The following Federal Lands programs would be continued: Park Roads and Parkways, Forest Highways, and Indian Reservation Roads. The current Public Lands program (\$40 million per year) would be discontinued.

**OTHER PROGRAM CHANGES:** Discretionary obligation authority would be provided for Metropolitan and Rural Innovation Bonus Projects that provide innovative approaches to air quality, congestion, and/or rural access problems. There would be a companion discretionary program in UMTA.

**MATCHING SHARES:** Under current law, the Federal share on Federal-aid highway projects varies from 75% for the primary, urban, and secondary programs, to 80% on the bridge program, to 90% for Interstate construction and preservation, with provision for even higher shares in States with large areas of public lands. Under our proposal, NHS projects would get 75% Federal funding, except that operational improvements and resurfacing, restoration, and rehabilitation (3R) work on Interstate highways would get 90%. Bridge projects would be funded at 75%. Urban/Rural, Rural Development projects would be financed at a 60% Federal share. Toll roads would be financed at up to 35% Federal. Planning would be eligible for 75% Federal. Higher shares would generally be retained for States with large areas of public lands.

**DISTRIBUTION OF FUNDS:** Under the current Federal-aid highway program, there are a number of complex apportionment formulas. Their component factors include: Interstate lane miles, Interstate vehicle miles travelled, land area, rural population, urban population, postal route mileage, share of cost of deficient bridges, total population, public road mileage, and number of rail-highway crossings.

In contrast, the proposed reauthorization bill simplifies the formulas and places increased emphasis on the extent of travel on the highway system. NHS funds will be apportioned based 70% on each State's share of total highway use of motor fuel, 15% on each State's share of total road mileage, and 15% on land area. An apportionment factor will apply in States with low population densities, based on a graduated scale. URP funds would be apportioned based on a State's percentage contribution of tax revenue to the Highway Trust Fund. Each State would receive at least one-half a percent of the total of NHS and at least one-half a percent of the total of URP funds. The bridge program will have two major components: an apportioned program and a major discretionary program. The apportioned funds will be distributed generally using current procedures, except that a new level of service criterion also will be used. With these formula changes, the Minimum Allocation program would be unnecessary since virtually all States would receive a portion of Federal funds equal to at least 85% of their percentage share of Highway Account contributions. In addition, with the growth in the overall program, all States except Connecticut and Puerto Rico would receive more in apportioned funds in FY 1992 and later years than they have received in FY 1991; Connecticut becomes a dollar "winner" in FY 1993, and Puerto Rico, in FY 1994.

**SPECIAL FEATURES:**

- o Beltways and Bypasses -- New NHS construction or major reconstruction, serving areas over 200,000, would be designed to provide ultimately for multi-lane, divided highways with separate roadways for through traffic, access to which would be limited to interchanges with other NHS routes only. This will help ensure that NHS construction and reconstruction enhance interstate travel and not just result in increased local traffic that impedes

interstate travel.

- o Flexibility of Funding -- In the interest of maximum flexibility for State and local governments, all URP funds would be totally available for transit capital. Additionally, up to 15% of a State's apportioned NHS funds could be transferred to the URP and be available for non-NHS highways or transit. A State would have to be adequately maintaining its Interstate highways in order to make use of this NHS transfer provision.
- o Private Sector Participation: Financing for Toll Roads -- The bill would permit the States to use Federal funds for the construction of toll roads, including those in which there is private participation. States could use their NHS or URP funds to: improve existing toll roads; reconstruct existing free non-Interstate highways that do not have full access control to upgrade them to full-access-control, and to add capacity or provide other significant transportation benefits to users of the new toll facility; or construct new, non-Interstate roads, if the projects would otherwise be eligible for funding (i.e., on the designated NHS for NHS funds or non-local roads for URP funds). Tolls could be continued after initial construction costs had been recovered as long as excess revenue were used for Title 23 purposes (which includes all Federal-aid highway and transit capital projects).
- o Congestion Pricing -- The Secretary would be authorized to waive prohibitions on tolls for metropolitan area congestion pricing plans to help achieve air quality targets.
- o Management Systems -- States would be required to have management systems in each of the following areas: pavement, bridge, safety, and congestion.
- o Buy America -- The bill would provide a waiver from Buy America requirements for countries that have Free Trade Agreements with the United States (currently, Canada and Israel).
- o University Transportation Centers -- Three new centers will be established to work on national transportation problems and to address the goal of increasing the number of minority and women students and faculty in transportation.
- o Highway Beautification -- Modifications to the existing billboard and junkyard removal programs are proposed, similar to those proposed in 1986, primarily limiting efforts to control billboards and junkyards to rural areas along the NHS, which is less than half the mileage of the control system under current law.
- o Wetlands -- The bill would authorize States to use NHS and URP funds to create wetland banks that could be counted as mitigation efforts for subsequent highway construction projects. The bill would also permit FHWA to exercise authority now held by the Corps of Engineers to issue permits for discharge of dredged or fill material.
- o High Speed Rail -- The bill would authorize States to permit use of NHS right-of-way for high speed rail without charge.
- o Speed Limit Sanctions -- The bill would retain current maximum speed limits (65 mph for rural Interstates, 55 mph elsewhere) but repeal highway sanctions based on motorist compliance on 55 mph highways. The bill would continue provisions for State collection of speed-related data (e.g., travel speeds and citations) and submission to FHWA/NHTSA, but for purposes of highway safety planning rather than for imposing highway sanctions.

### MASS TRANSIT PROGRAM

STRUCTURE: UMTA's formula and discretionary grant programs would be restructured and the funding sources shifted so that the entire program (except WMATA) would be funded from the Trust Fund. This would provide a more equitable nationwide distribution of user fee revenues, which currently go to only the small number of cities that have gotten discretionary grants. It would also tie the more stable Trust Fund financing to the formula program, which is the highest priority transit program. Rail modernization, now part of the discretionary program, would be moved into the formula grant program. The discretionary program would include new starts, funding for innovative approaches to solving metropolitan and rural transportation problems, as well as other traditional discretionary section 3 activities, including those that would address the special needs arising from the recent enactment of the Americans with Disabilities Act and the Clean Air Act. All UMTA formula and discretionary grant funds would be available for highway projects at local discretion provided that States have sufficient dedicated transit funds or match the Federal transit funds with funds that may be used for either highway or transit projects. The separate Interstate Transfer-Transit program would be funded for the two remaining years.

MATCHING SHARES: 60% Federal for the formula grant program, like the Urban and Rural Program in FHWA; new starts and operating assistance would be limited to 50% Federal; and planning would be at 75% Federal (like FHWA).

DISTRIBUTION OF FUNDS: No change from the current program, except that portion of the formula based on vehicle miles traveled will be dropped because data on that factor is frequently unreliable and difficult to collect, making an accurate apportionment virtually impossible.

#### SPECIAL FEATURES:

- o Operating Assistance -- Cities over one million population would not be able to use their Federal grants for operating assistance. For cities under one million population, which are more dependent on Federal operating assistance, materials and supplies would be an eligible "maintenance of capital" expense under the formula grant program, in order to foster proper maintenance of the transit infrastructure. Other expenses now classified as operating (primarily, wages and fuel) would be eligible only to the extent that the current operating cap exceeds an operator's budget for associated capital maintenance items. Cities with supplies budgets in excess of their current operating cap would be out of the operating assistance program immediately; other cities would fall out as inflation drove their supplies budgets over their operating cap, which would not inflate. An end to Federal assistance for wages will eliminate a disincentive to hold down wage settlements.
- o New Name -- UMTA's name would be changed to the Federal Mass Transportation Administration in recognition of the role it plays in the provision of service in rural, as well as urban, areas.

### HIGHWAY SAFETY PROGRAM

STRUCTURE: Currently, NHTSA's traffic safety activities are funded from the Trust Fund, and its motor vehicle safety and consumer protection programs from the general fund. Consistent with the NTP, we would fund all of NHTSA's programs from the Trust Fund. NHTSA's current Section 402 highway safety grant program and its Section 403 research and demonstration program would be continued. The Federal share for 402 grants would be reduced from 75% to 60%. The current Sections 408 and 410 alcohol safety grant programs would be folded into a new Safety Bonus program, to be funded jointly with FHWA.

COMPARISON OF PROPOSED STAA AUTHORIZATIONS  
BUDGET AUTHORITY  
(in millions of dollars)

MODE	ACCOUNT	'91 ENACT	1992	1993	1994	1995	1996	'92-96TOT
FHWA -	Federal Aid Highways	14,014	15,822	16,099	16,649	18,100	20,100	86,770 *
	Safety Programs	110	144	164	184	184	184	860 **
	University Trans. Centers	5	7	7	7	7	7	35
	subtotal	14,129	15,973	16,270	16,840	18,291	20,291	87,665
	Pct. Chg.		13.1%	1.9%	3.5%	8.6%	10.9%	
NHTSA -	Operations & Research	119	127	127	127	127	127	635
	Highway Traffic Safety Grants	126	165	165	165	165	165	825
	subtotal	245	292	292	292	292	292	1,460 **
	Pct. Chg.		19.2%	0.0%	0.0%	0.0%	0.0%	
UMTA -	All except WMATA	3,195	3,249	3,249	3,249	3,249	3,320	16,318 ***
	Pct. Chg.		1.7%	0.0%	0.0%	0.0%	2.2%	
TOTAL		17,569	19,514	19,811	20,381	21,832	23,903	105,443
	Pct. Chg.		11.1%	1.5%	2.9%	7.1%	9.5%	

\* Compared to \$69.2 billion for the period 1987-1991 -- a 25% increase.

\*\* Total of \$2.3 billion for highway safety, compared to \$1.6 billion for the period 1987-1991 -- a 43% increase.

\*\*\* Compared to \$15.4 billion in appropriations and obligation limitations for the period 1987-1991 -- a 6% increase.

US DOT  
February 7, 1991

## **SUGGESTED OUTLINE -- Friday 2/8/91 6 p.m.**

**PRESIDENT GEORGE BUSH  
ANNOUNCEMENT OF SURFACE TRANSPORTATION ASSISTANCE ACT  
FEBRUARY 13, 1991  
THE WHITE HOUSE**

- The Interstate Highway System that President Eisenhower launched 35 years ago is a lasting legacy of his Administration and a tribute to his vision of a united and strong America.
  - That vision spurred U.S. development for the past generation, and united America as never before -- economically, politically, and socially.
- Today, the Interstate System is virtually complete. However, as we prepare for the next American century, we face a deteriorated transportation infrastructure -- including many of our interstates.
  - While the decline of pavement conditions of the 1970s and early 1980s has stabilized, over 168,000 miles of highways still need repair.
  - In 1989, over 134,000 bridges were structurally deficient and 5,000 were closed to traffic.
  - We cannot allow this threat to our safety and productivity to go unaddressed. There's a big job for us to do.
- The stakes are especially high because competition in the global economy of the 21st century will be greater and more intense than at any time in history.
- U.S. competitiveness will suffer substantially in the new world order without a new commitment to transportation and its supporting infrastructure.
- Last year, the National Transportation Policy provided the transportation vision we need to move ahead.
- Already, we've seen the fruits of that vision when applied to the difficult task of devising a plan to rebuild and expand infrastructure.
  - Last year's successful aviation bill proves what can happen with a sound vision and the bipartisan commitment to back it up. Together, Congress and the Administration have set U.S. aviation on solid footing for the 1990s and beyond.
- We have every expectation that we can repeat that successful bipartisan effort with the surface bill that I am submitting to Congress today.
  - The Surface Transportation Assistance Act is a major component of my domestic agenda, and will therefore involve my continued commitment in working with Secretary Skinner in achieving a consensus on our goals. It is the product of the participation of several agencies throughout the Administration, and many outside the federal government have given us wise counsel.

- We're calling for a renewed commitment to investing in America's future.
  - 25% increase in highway investment over next 5 years.
  - Mass transit increases 6%, with a 33% increase in capital investment.
- This increase in spending will have the added short term benefit of creating thousands of jobs. We estimate that each \$1 billion spent on infrastructure will produce 30-50,000 new jobs.
- We cannot move forward without better stewardship of our transportation dollars and better use of our existing infrastructure. We must find ways of increasing the nation's mobility -- for urban Americans, for rural Americans, for disabled Americans. Environmental and energy concerns are more important than ever. And while we have made considerable progress in highway and transit safety, we can do better. As Sam has explained, the bill I'm sending to the Hill today addresses all of these concerns.
- In our proposal is a blueprint for a new national highway system.
- We provide greater flexibility between highway and transit funds so states and cities can better solve their unique transportation problems.
- We call for relieving inefficient and expensive paperwork and the regulatory burden imposed on the interstate trucking industry by state government.
- We want to expand the role of the private sector and provide the states with more flexibility in allocating federal funds.
- We believe this bill will garner broad support from all sectors -- the states, industry, Congress.
- So I'm asking you, Sam, to work closely with all parties to forge a new consensus literally to move us into the Next American Century.
- Sam, since you've already been dubbed the "Road Warrior," I'm sending you on a new campaign today. The mission's objective: By the end of the year, bring me back a bill I can sign into law. You have a big task ahead of you, but with today's bill in hand, I have complete confidence you'll succeed.



U.S. Department of  
Transportation  
Office of the Secretary  
of Transportation

Assistant Secretary

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

OFFICE OF THE ASSISTANT SECRETARY FOR PUBLIC AFFAIRS  
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2-8-91  
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**SURFACE TRANSPORTATION '91**  
**To Jobs...To Homes...To Market**

Thirty-five years ago, President Eisenhower and freshman Senator Prescott Bush defined the Interstate Highway vision. That vision has mapped the Nation's economic development and prosperity for the past generation -- politically, economically, and socially. Now through the President's National Transportation Policy, we've defined a new bipartisan vision for the coming generation of surface transportation -- one which meets the evolving mobility needs of the Next American Century, linking America and the world.

**THEMES**

**1) Investment for the Future**

President Bush's program proposes an increase of 25% in authorized funds distributed for highway investment in the next 5 years compared to the last 5 years. Funds distributed for mass transit would increase 6%; those specifically directed to capital investment would increase 33%. Given that transportation accounts for 17% of GNP and up to 25% of export dollars, the President's proposal will contribute to our international competitiveness.

Key Features:

- o Designates a new National Highway System that reflects America's evolving demographics and marketplace dynamics.
- o Increases motor carrier productivity by advancing an expanded national system, continuing deregulation and relief from burdensome paperwork.
- o Increases long-term, stable investment for productivity and international competitiveness.
- o Leverages investment from the private sector and promotes new public/private partnerships, including providing Federal assistance for toll roads, public and private.
- o Provides ancillary short term benefit of job creation from construction (30,000 to 50,000 jobs per \$1 billion).

## 2) Stewardship

President Bush's proposal protects the Nation's investment in highways and transit. The previous investment in construction of the Interstate System alone totals \$116 billion. Our emphasis will be to protect and make better use of existing highways and transit systems.

### Key Features:

- o Provides flexibility of federal funding to empower state and local governments to make more efficient use of scarce resources.
- o Requires modern management methods to protect the federal investment.
- o Provides the highest Federal share for maintenance and operational improvements on the Interstate System.
- o In transit, emphasizes capital investment and maintenance, not operating costs.

## 3) Mobility

President Bush's proposal will improve mobility of people and goods. Congestion costs interstate commerce over \$35 billion per year.

### Key Features:

- o Supports a targeted national system to improve the links between workers and jobs, and goods and markets.
- o Provides for operational improvements and innovative congestion management techniques to move traffic more efficiently in urban areas.
- o Encourages advanced technologies -- IVHS (smart cars/highways) and High Speed Rail/Maglev to relieve congestion.
- o Provides funds for selected new highways and highway lanes to serve growing regions.
- o Keeps rural America connected.
- o Provides for capital expenses to make transit accessible to disabled travellers.

#### 4) Environmental Sensitivity

President Bush's surface transportation proposal strikes a balance between improving mobility and protecting the environment and scarce energy resources. Transportation is responsible for more than 50% of urban air pollution and consumes 62% of petroleum products.

##### Key Features:

- o Improves local transit and highway operations to reduce fuel consumption and waste.
- o Allows states, through flexibility of federal funding between highways and transit, to address clean air and make environmentally sound transportation decisions.
- o Congestion management systems promote more efficient use of energy and less air pollution.
- o Strong support for local planning to meet clean air goals.

#### 5) Safety

President Bush's proposal advances safe highways and transit systems. It proposes a 43% increase in funding for highway safety activities for the next 5 years compared to the last 5 years. Each year, 45,000 lives are lost on highways, equivalent to one medium-jetliner crash each day.

##### Key Features:

- o Supports the war on drunk driving and other safety problems.
- o Assures that at least 10 percent of highway construction is safety-related.
- o Increases funds for rail modernization to continue safety improvements to the Nation's rail transit systems.
- o Supports new authority to assure drug testing in the transit industry.

U.S. Department of Transportation  
February 7, 1991

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BUDGET AUTHORITY  
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	Safety Programs	110	144	164	184	184	184	860 **
	University Trans. Centers	5	7	7	7	7	7	35
	subtotal	14,129	15,973	16,270	16,840	18,291	20,291	87,665
	Pct. Chg.		13.1%	1.9%	3.5%	8.6%	10.9%	
NHTSA -	Operations & Research	119	127	127	127	127	127	635
	Highway Traffic Safety Grants	126	165	165	165	165	165	825
	subtotal	245	292	292	292	292	292	1,460 ***
	Pct. Chg.		19.2%	0.0%	0.0%	0.0%	0.0%	
UMTA -	All except WMATA	3,195	3,249	3,249	3,249	3,249	3,320	16,318 ***
	Pct. Chg.		1.7%	0.0%	0.0%	0.0%	2.2%	
<b>TOTAL</b>		<b>17,569</b>	<b>19,514</b>	<b>19,811</b>	<b>20,381</b>	<b>21,832</b>	<b>23,903</b>	<b>105,443</b>
	Pct. Chg.		11.1%	1.5%	2.9%	7.1%	9.5%	

- \* Compared to \$69.2 billion for the period 1987-1991 -- a 25% increase.
- \*\* Total of \$2.3 billion for highway safety, compared to \$1.6 billion for the period 1987-1991 -- a 43% increase.
- \*\*\* Compared to \$15.4 billion in appropriations and obligation limitations for the period 1987-1991 -- a 6% increase.

US DOT  
February 7, 1991

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SURFACE TRANSPORTATION REAUTHORIZATION SUMMARY

FEDERAL-AID HIGHWAY PROGRAM

**BASIC STRUCTURE:** The current Federal-aid highway programs, covering a Federal-aid highway system of about 850,000 miles (consisting of the Interstate, Primary, Secondary, and Urban systems), would be restructured into the National Highway System (NHS), the Urban and Rural Program (URP) and the Bridge Program.

The bill establishes a new National Highway System, a system of some 150,000 miles nationwide that will include the existing Interstate System, other principal arterial routes, and the Strategic Highway Network and its connectors to support the Nation's defense capabilities. A major category of funding assistance will be dedicated to construction and reconstruction of the National Highway System.

The Interstate System will be completed with funds provided in this bill. Establishment of the National Highway System is the logical next step. Construction of the Interstate System through a federally financed, State-administered program has been one of the great American success stories of this century. The proposed National Highway System program builds on that achievement. The new system will incorporate the Interstate System, but it will also reflect the major demographic and travel changes that have occurred since the Interstate routes were designated. Designation of the routes will be accomplished through a cooperative effort with the States after enactment of the legislation. It will be an interconnected system of principal arterial routes that will serve major population centers, ports, airports, and international border crossings; meet national defense requirements; and serve interstate and interregional travel. A planning effort is currently underway with the States for a preliminary designation of a potential NHS. After enactment, during the transition from the old system to the new, States will be able to use NHS funds on any principal arterial highway.

The Urban and Rural Program (URP) would replace several existing categorical programs, including the secondary, urban, and that part of the primary program covering minor arterials. The new program would have greater flexibility and minimal Federal requirements. States could use their URP funds on any road other than those classified as local or as rural minor collectors, and they could use them for transit capital projects. Federal project approval would be eliminated for the URP to streamline the process. States would certify that they would meet applicable Federal requirements and would provide an annual report on how funds have been used. FHWA could review compliance. Future payments could be withheld if reviews showed substantial noncompliance.

The Bridge Program would be continued with some modifications to assist States in replacing and rehabilitating deficient bridges. Bridge funds could be used on any public road with certain percentage requirements for funds to be used on the NHS and on local roads or rural minor collectors. The discretionary program is essentially a continuation of the current program. The increase in funding of more than 70% over the last reauthorization period will enable real progress toward removing the accumulating backlog of bridge needs throughout the country.

The Interstate Construction and Interstate Substitution programs would be continued through FY 1995 to fund the remaining cost-to-complete. All States, except Massachusetts, will receive yearly Interstate Completion apportionments based on each State's share of the remaining cost-to-complete in the 1991

U.S. Department of Transportation  
February 7, 1991

NOTE: Some provisions are subject to change based on interagency review.

Interstate Cost Estimate (ICE). In order to accommodate the extended construction schedule in Massachusetts, which accounts for a very large portion of the remaining cost, that State will receive a specified yearly allocation, also based on the 1991 ICE. The following Federal Lands programs would be continued: Park Roads and Parkways, Forest Highways, and Indian Reservation Roads. The current Public Lands program (\$40 million per year) would be discontinued.

**OTHER PROGRAM CHANGES:** Discretionary obligation authority would be provided for Metropolitan and Rural Innovation Bonus Projects that provide innovative approaches to air quality, congestion, and/or rural access problems. There would be a companion discretionary program in UMTA.

**MATCHING SHARES:** Under current law, the Federal share on Federal-aid highway projects varies from 75% for the primary, urban, and secondary programs, to 80% on the bridge program, to 90% for Interstate construction and preservation, with provision for even higher shares in States with large areas of public lands. Under our proposal, NHS projects would get 75% Federal funding, except that operational improvements and resurfacing, restoration, and rehabilitation (3R) work on Interstate highways would get 90%. Bridge projects would be funded at 75%. Urban/Rural, Rural Development projects would be financed at a 60% Federal share. Toll roads would be financed at up to 35% Federal. Planning would be eligible for 75% Federal. Higher shares would generally be retained for States with large areas of public lands.

**DISTRIBUTION OF FUNDS:** Under the current Federal-aid highway program, there are a number of complex apportionment formulas. Their component factors include: Interstate lane miles, Interstate vehicle miles travelled, land area, rural population, urban population, postal route mileage, share of cost of deficient bridges, total population, public road mileage, and number of rail-highway crossings.

In contrast, the proposed reauthorization bill simplifies the formulas and places increased emphasis on the extent of travel on the highway system. NHS funds will be apportioned based 70% on each State's share of total highway use of motor fuel, 15% on each State's share of total road mileage, and 15% on land area. An apportionment factor will apply in States with low population densities, based on a graduated scale. URP funds would be apportioned based on a State's percentage contribution of tax revenue to the Highway Trust Fund. Each State would receive at least one-half a percent of the total of NHS and at least one-half a percent of the total of URP funds. The bridge program will have two major components: an apportioned program and a major discretionary program. The apportioned funds will be distributed generally using current procedures, except that a new level of service criterion also will be used. With these formula changes, the Minimum Allocation program would be unnecessary since virtually all States would receive a portion of Federal funds equal to at least 85% of their percentage share of Highway Account contributions. In addition, with the growth in the overall program, all States except Connecticut and Puerto Rico would receive more in apportioned funds in FY 1992 and later years than they have received in FY 1991; Connecticut becomes a dollar "winner" in FY 1993, and Puerto Rico, in FY 1994.

**SPECIAL FEATURES:**

- o Beltways and Bypasses -- New NHS construction or major reconstruction, serving areas over 200,000, would be designed to provide ultimately for multi-lane, divided highways with separate roadways for through traffic, access to which would be limited to interchanges with other NHS routes only. This will help ensure that NHS construction and reconstruction enhance interstate travel and not just result in increased local traffic that impedes

interstate travel.

- o Flexibility of Funding -- In the interest of maximum flexibility for State and local governments, all URP funds would be totally available for transit capital. Additionally, up to 15% of a State's apportioned NHS funds could be transferred to the URP and be available for non-NHS highways or transit. A State would have to be adequately maintaining its Interstate highways in order to make use of this NHS transfer provision.
- o Private Sector Participation: Financing for Toll Roads -- The bill would permit the States to use Federal funds for the construction of toll roads, including those in which there is private participation. States could use their NHS or URP funds to: improve existing toll roads; reconstruct existing free non-Interstate highways that do not have full access control to upgrade them to full-access-control, and to add capacity or provide other significant transportation benefits to users of the new toll facility; or construct new, non-Interstate roads, if the projects would otherwise be eligible for funding (i.e., on the designated NHS for NHS funds or non-local roads for URP funds). Tolls could be continued after initial construction costs had been recovered as long as excess revenue were used for Title 23 purposes (which includes all Federal-aid highway and transit capital projects).
- o Congestion Pricing -- The Secretary would be authorized to waive prohibitions on tolls for metropolitan area congestion pricing plans to help achieve air quality targets.
- o Management Systems -- States would be required to have management systems in each of the following areas: pavement, bridge, safety, and congestion.
- o Buy America -- The bill would provide a waiver from Buy America requirements for countries that have Free Trade Agreements with the United States (currently, Canada and Israel).
- o University Transportation Centers -- Three new centers will be established to work on national transportation problems and to address the goal of increasing the number of minority and women students and faculty in transportation.
- o Highway Beautification -- Modifications to the existing billboard and junkyard removal programs are proposed, similar to those proposed in 1986, primarily limiting efforts to control billboards and junkyards to rural areas along the NHS, which is less than half the mileage of the control system under current law.
- o Wetlands -- The bill would authorize States to use NHS and URP funds to create wetland banks that could be counted as mitigation efforts for subsequent highway construction projects. The bill would also permit FHWA to exercise authority now held by the Corps of Engineers to issue permits for discharge of dredged or fill material.
- o High Speed Rail -- The bill would authorize States to permit use of NHS right-of-way for high speed rail without charge.
- o Speed Limit Sanctions -- The bill would retain current maximum speed limits (65 mph for rural Interstates, 55 mph elsewhere) but repeal highway sanctions based on motorist compliance on 55 mph highways. The bill would continue provisions for State collection of speed-related data (e.g., travel speeds and citations) and submission to FHWA/NHTSA, but for purposes of highway safety planning rather than for imposing highway sanctions.

### MASS TRANSIT PROGRAM

**STRUCTURE:** UMTA's formula and discretionary grant programs would be restructured and the funding sources shifted so that the entire program (except WMATA) would be funded from the Trust Fund. This would provide a more equitable nationwide distribution of user fee revenues, which currently go to only the small number of cities that have gotten discretionary grants. It would also tie the more stable Trust Fund financing to the formula program, which is the highest priority transit program. Rail modernization, now part of the discretionary program, would be moved into the formula grant program. The discretionary program would include new starts, funding for innovative approaches to solving metropolitan and rural transportation problems, as well as other traditional discretionary section 3 activities, including those that would address the special needs arising from the recent enactment of the Americans with Disabilities Act and the Clean Air Act. All UMTA formula and discretionary grant funds would be available for highway projects at local discretion provided that States have sufficient dedicated transit funds or match the Federal transit funds with funds that may be used for either highway or transit projects. The separate Interstate Transfer-Transit program would be funded for the two remaining years.

**MATCHING SHARES:** 60% Federal for the formula grant program, like the Urban and Rural Program in FHWA; new starts and operating assistance would be limited to 50% Federal; and planning would be at 75% Federal (like FHWA).

**DISTRIBUTION OF FUNDS:** No change from the current program, except that portion of the formula based on vehicle miles traveled will be dropped because data on that factor is frequently unreliable and difficult to collect, making an accurate apportionment virtually impossible.

#### **SPECIAL FEATURES:**

- o Operating Assistance -- Cities over one million population would not be able to use their Federal grants for operating assistance. For cities under one million population, which are more dependent on Federal operating assistance, materials and supplies would be an eligible "maintenance of capital" expense under the formula grant program, in order to foster proper maintenance of the transit infrastructure. Other expenses now classified as operating (primarily, wages and fuel) would be eligible only to the extent that the current operating cap exceeds an operator's budget for associated capital maintenance items. Cities with supplies budgets in excess of their current operating cap would be out of the operating assistance program immediately; other cities would fall out as inflation drove their supplies budgets over their operating cap, which would not inflate. An end to Federal assistance for wages will eliminate a disincentive to hold down wage settlements.
- o New Name -- UMTA's name would be changed to the Federal Mass Transportation Administration in recognition of the role it plays in the provision of service in rural, as well as urban, areas.

### HIGHWAY SAFETY PROGRAM

**STRUCTURE:** Currently, NHTSA's traffic safety activities are funded from the Trust Fund, and its motor vehicle safety and consumer protection programs from the general fund. Consistent with the NTP, we would fund all of NHTSA's programs from the Trust Fund. NHTSA's current Section 402 highway safety grant program and its Section 403 research and demonstration program would be continued. The Federal share for 402 grants would be reduced from 75% to 50%. The current Sections 408 and 410 alcohol safety grant programs would be folded into a new Safety Bonus program, to be funded jointly with FHWA.

**COMPARISON OF PROPOSED STAA AUTHORIZATIONS  
BUDGET AUTHORITY  
(in millions of dollars)**

MODE	ACCOUNT	'91 ENACT	1992	1993	1994	1995	1996	'92-96TOT
FHWA -	Federal Aid Highways	14,014	15,822	16,099	16,649	18,100	20,100	86,770 *
	Safety Programs	110	144	164	184	184	184	860 **
	University Trans. Centers	5	7	7	7	7	7	35
	subtotal	14,129	15,973	16,270	16,840	18,291	20,291	87,665
	Pct. Chg.		13.1%	1.9%	3.5%	8.6%	10.9%	
NHTSA -	Operations & Research	119	127	127	127	127	127	635
	Highway Traffic Safety Grants	126	165	165	165	165	165	825
	subtotal	245	292	292	292	292	292	1,460 **
	Pct. Chg.		19.2%	0.0%	0.0%	0.0%	0.0%	
UMTA -	All except WMATA	3,195	3,249	3,249	3,249	3,249	3,320	16,318 **
	Pct. Chg.		1.7%	0.0%	0.0%	0.0%	2.2%	
<b>TOTAL</b>		<b>17,569</b>	<b>19,514</b>	<b>19,811</b>	<b>20,381</b>	<b>21,832</b>	<b>23,903</b>	<b>105,443</b>
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US DOT  
February 7, 1991

# Where Are Those New Roads ?

→ See page  
with clip

By THEODORE H. WHITE

Here is a special report that's of vital and  
immediate concern to every motorist in the U.S.A.

ONE year ago—in January, 1955—the American people were invited by the President to embark on an adventure for which nothing in the history of man offered any precedent. It was, in name, a road-building program—but a road program of such stupendous engineering magnitude as to make the works of man in any other age seem almost aimless scratchings of the ground. It was a proposal to build such a system of roads in the United States as would make the Great Wall of China seem no more than a welt on the earth's surface and the Pyramids of Egypt no more than warts. Calling for combined state-and-federal road outlays of \$101 billion over 10 years, President Eisenhower's highway program dwarfed any other enterprise ever undertaken or projected by our government, with the sole exception of World War II.

Whatever became of it?

The great highway program of 1955 expired in the Congress of the United States. It died in an extraordinary convulsion of contending interests which paralyzed Congressional action. Hardly a murmur, however, was heard from the ordinary motorist behind the wheel, although his interests are just as intimately—and far more tragically—involved in the inadequacy of our present road net as the big battalions of open pressure.

In January, 1956, the second session of the 84th Congress must again begin grappling with the problem of the nation's highways—the slaughter and waste forced on us by a road system no longer able to match the needs of a growing country. Who will be heard from in 1956?

The highway battle will almost certainly explode in Congress in the same clash of interests (all, curiously enough, recorded *in favor* of better roads). Equally certain, it will end again in paralysis—unless the public bestirs itself as it did not during the Great Roadblock of 1955.

Deep somewhere in the origins of this new national highway program lurk the strains and nightmare fears of the average American motorist. Though historians of the future may someday write that the Americans were a race of killers who slaughtered one another in public places with the casual indifference of a tribe of rubber-wheeled Huns, the everyday carnage does not leave ordinary Americans unmoved. Daily, we mangle one another—ripping limb from limb, hurling two-ton missiles against the frail bodies of unprotected citizens, lacerating our nerves with instantaneous gambles on what may be approaching at the hidden corner or speeding down the other lane beyond the masking truck.

The current Christmas-New Year's holidays, for example, will suddenly terminate the lives of more than 1,000 Americans journeying hap-

JOE COVELLO

Intersection of four major highways within New York City limits  
shows how traffic congestion can be relieved by sound planning

pily by car. Last year we killed 36,000 citizens on our public roads and wounded or crippled 1,000,000 more. Since 1945, we have killed off as many Americans on our streets and highways as did Nazis, Japs and Communists on every field of battle of World War II and Korea combined. All this, moreover, will go on and on until we get highways of modern design. These, say the experts, can reduce our annual death toll by 25 to 35 per cent, or save a staggering 10,000 American lives each year by engineering alone.

The great highway program of 1955, however, was proposed not so much out of pity and compassion as out of simple need.

We in America are strangling on our own prosperity. Our country is approaching an age and level of development where the problems that face us are of a kind no other civilization has ever known before. We confront an entirely new order of anxieties—and among the foremost of these is the problem of the automobile on our streets and highways.

For it is the automobile, as much as any other single phenomenon, that sets our way of life apart from the rest of the world. Everywhere else, common people have always been separated from their betters by the simple distinction of whether they walked or rode. In times past, people who rode were "cavaliers," hence aristocrats. In America today, every man is a cavalier.

Seventy million Americans—so says the American Automobile Association—take their annual vacation in the family car. Every year their appetite and their range of travel broadens so that, today, it is difficult to remember or recognize how fresh and novel even in our own country this revolutionary impulse is.

It was only yesterday—in 1911, the year that Dwight D. Eisenhower entered West Point—that a commercial automobile first managed the road trip from Coast to Coast. The expedition from Denver to Los Angeles alone took 66 days; tomorrow, if Dwight D. Eisenhower's road program becomes fact, that same trip will be little more than a weekend run.

**TODAY, EVERY PERSPECTIVE** of our country and times leads us to believe that we are only at the beginning of the automobile age, the era of complete mobility. Today, we have an automobile industry that turns out 8,000,000 new vehicles a year. This industry has already equipped our highways with 61,000,000 cars and trucks; in 10 years there will be some 81,000,000 in use, and in another decade the total will be almost 100,000,000.

What makes these figures ache is their relationship to our roads. At the outbreak of the second World War, we had about 3,300,000 miles of road in this country; since then we have added about 1 per cent in new road mileage. The present length of our roads is almost permanently frozen. As we add new automobiles, the existing lanes must, therefore, be broadened continuously. Since the war, we have worked energetically but sporadically on bits of superhighway; but in the same period the number of vehicle-miles driven in this country has doubled, and even with the new roads our traffic lanes are totally inadequate. If, at present, every registered automobile in the country took the road at the same time, we would have one car spotted every 700 feet on every street, every country road, every lane of every highway. And in 20 years their numbers may nearly double. Now, to any American who has let his throttle out as he turned off the cloverleaf onto one of our great new superhighways, denunciation of these great lanes must seem like nonsense. We Americans are people who thrill to road building and engineering; each

new overpass, each great split-lane seems to have added dimension to our power and imagination as individuals.

Our newest state highways—the majestic Ohio Turnpike, the crowded New Jersey Turnpike, the imperial New York Thruway—are superb thoroughfares, the best of all time. But they are only stumps and pieces of a highway net. They are not a *system*. They are built only in and through limited areas where the engineers gamble that the toll fees of normal driving will repay in precisely calculated and collectible sums the enormous investment of private bondholders. They are not enough, and they dump the traffic they collect on the outskirts of our big cities in chaos and confusion.

The real problem of road building in America is new, and peculiar to our kind of democracy. In a country where every man is equally privileged and equally mobile, no citizen can be prevented from using the roads when and how he wants—even if everyone wants to use them at the same time. And, just as the arteries of our blood must be prepared to handle the emergencies of physical exertion or let us die, so the arteries of our public communication must be able to handle the convulsions of seasonal or weekly peaks in traffic or let anarchy prevail.

This is why our engineers figure that every highway must be designed to carry all normally predictable congestion (except for those 30 busiest hours of the year—the summer weekends and Labor Day and Fourth of July hegiras—whose peaks cannot be handled except by astronomic expenditures.) This is why, too, our highways must be designed to handle any legitimate truck load.

Our roads today, fine as they may feel under the tread of normal week-day traffic, no longer meet these standards. Certain sections of our nation's choking road net are already killer belts—the Boston Post Road between New England and New York, the old Suicide Alley out of Baltimore to Washington which engineers call "Bloody One," the southern leg of the same U.S. 1 as it stretches down Florida from Jacksonville to Miami, the "Grapevine" along U.S. 99 dropping into California's San Joaquin Valley . . . these are already notorious murder lanes.

As fast as we build, we create traffic jams. The New Jersey Turnpike, opened in 1952, is already carrying a traffic load not predicted until the early 1980s. Already, even with its new avenues of access, New York City's approaches are so congested that on a summer Monday morning when returning weekenders mingle with the truck peak, the traffic backs up so fast at the mouth of the Holland Tunnel that an athlete, running as fast as he can, could not keep up with the tail of the jam once it begins to clot backward.

All this is costing incalculable sums of money. It costs us, in addition to the cold valuation of \$4.3 billion annually in accidents, another \$5 billion in wastage of labor time, gasoline, rubber and equipment. It literally costs less to ship a crate of apples all the way from Oregon to the Hudson River than to get it across the Hudson to New York's East Side.

This road shortage may finally, if war comes, cost us our national life. For none of the great metropolitan areas possesses anywhere near adequate road facilities to evacuate swiftly the more than 70,000,000 people our Civil Defense authorities estimate will have to flee.

The crisis has been swelling for a long time. But up to now our highways and roads have been in the domain of state and local governments, with the federal government appropriating a modest annual sum to subsidize them in their work. Last year, finally, we arrived at a stage when it was obvious that the local resources and local programs could

sent 90 per cent of the total cost, the balance to be raised in the states. Thirteen billion of this would be spent on urban approaches alone. Where modern toll roads were up to the dream standards of the Interstate—some 2,500 miles of such roads exist, mainly in the North—the states which had built them would be reimbursed.

Second, it proposed that current routine federal appropriations for highway aid to secondary and feeder roads of the great Interstate be continued at \$600,000,000 a year, or slightly less than their present total.

Third, it proposed a way for paying for the great new Interstate—that the federal government would set up a Federal Highway Corporation which would sell \$20 billion worth of bonds, the bonds to be paid for out of current gasoline taxes, which would bring in ever more income as the new roads were built. The bonds, it was estimated, would take 30 years to pay off.

It was this third proposal that triggered off the fight. For the politics of American highways has always been dominated by one overwhelming truth: everyone loves roads, but no one wants to pay for them.

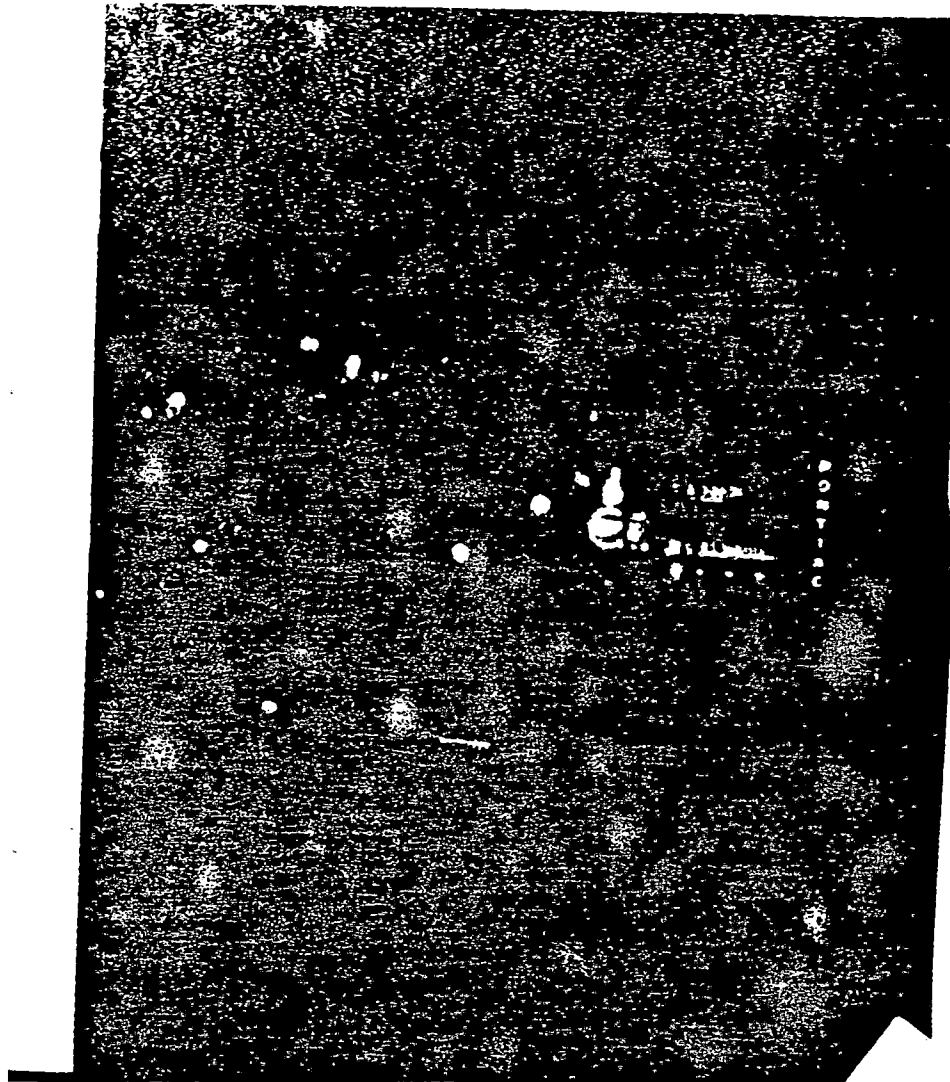
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Once the great highway program reached Congress last February, all the complications of this truth began to unfold. The 1955 Battle of the Highways, as fought in Congress, proceeded in three main stages, each illuminating a separate area of uncompromising conflict.

Both of the first two stages of battle unrolled in the Senate—and each had a partisan champion. One was the freshman senator from Connecticut, Prescott Bush, an able and distinguished man making his mark

Along "Suicide Alley"—Baltimore to Washington. Roads like this would be modernized if Congress could agree on a highway program

ROBERT PHILLIPS



Everybody's in favor of better highways, but nobody can agree how they should be paid for.

The result: We're still stuck with an inadequate, dangerous system nobody wants

for the first time upon the Senate and nation in an issue of national significance. In the absence of senior Republican leadership, he emerged as the captain of the administration's road program to raise 20 billion federal dollars immediately by bond issue, as proposed in the Clay program. The other was the freshman senator from Tennessee, the shrewd and eloquent Albert Gore, who questioned not only the wisdom of so huge and inflexible a national commitment to roads, but, even more, the sweeping powers the federal government would arrogate under the Clay proposals over a domain that had always hitherto been under the states.

The first of the two Senate struggles raged over the bond-financing provisions of the administration's highway bill.

FOR TWENTY YEARS, the Senate had listened to Republicans denouncing Democrats as borrowers and spenders, recklessly saddling the nation with debt and burden down through all the unborn generations of time. And the Democrats had always replied that this was a healthy, growing country whose children could well afford to pay for the benefits we, their fathers, were so wisely preparing for them.

Now the sides switched. The Republican bond corporation proposal, said the Democrats, was trickery, fraudulent evasion of the legal debt limit of the nation. The bonds would eat up \$11 billion of interest in addition to their principal; only bankers would profit.

It was as if, they implied, the huge \$280 billion official national debt were about to spin off a satellite "corporate" debt into space, perhaps followed by others, until we had a whole constellation of satellite debts whirling about the economy, all exerting an irresistible inflationary pull.

"I for one," summed up Senator Gore, "think that the need for highways must be considered along with, and balanced with, the need for other programs, such as schools and hospitals. It doesn't make sense to me to segregate the highway problem by excluding highway expenditures from the budget and from the public debt. It doesn't make it any easier to pay for them. In my opinion, no financial legerdemain can isolate the highway expenditures or eliminate their impact upon our economy and upon the Treasury of the United States."

To all of which arguments, the Republicans replied as if the mantle of Franklin D. Roosevelt and all the ghosts of the New Deal had descended on them. Nothing great or creative is ever done, they said, unless one reasonably finances the present out of the future. This is what a homeowner does when he raises a mortgage on a new home, what a corporation does when it issues debentures for a new plant, what the nation must do to finance expansion in time of need.

They argued that if money were available immediately, through the bonds, to build the system now, highway use would increase so rapidly that gasoline taxes would rise enough to pay off the entire debt burden within 30 years without a single extra tax. Roads would be built, said the Republicans—and it would be painless.

"The importance of the Interstate Highway System is so great that it has to be provided for now," said Senator Bush, who led the Republican defense. "It must be completed within 10 years and must be put in effect as a whole, and not piecemeal. . . . The plan contained in . . . the Clay bill . . . is a pay-as-you-use plan. Nobody who has been in business would say that it is not good business to borrow money to build productive assets. That is the only purpose of borrowing money in the field of commerce and industry. It should be likewise in government."

The Senate gravely listened to both sides, then by a resounding two-to-

one vote rejected the President's bond plan. It then turned to phase two of the fight—the argument over the alternative plan (see box) brought in by Senator Gore for the Democrats. The Gore bill was quite different from the President's original proposal. It carefully omitted any financing provision at all, thus dodging that fight; the money for the highways it proposed would be found, said its proponents, by the House—where, constitutionally, all bills taxing American citizens must arise.

Deep and basic to the thinking of the Gore bill were several convictions—that the secondary and country roads would be shortchanged if the Clay proposals for pouring money into the Interstate went through; that the nation had too many other needs to commit itself irrevocably to so large a program at once; that control of the money it appropriated must rest with Congress, not with any centralized federal agency.

Instead of biting off a 10-year chunk of the future, therefore, it limited its commitments to \$7.7 billion over a five-year period, after which Congress could take another look at the problem. Another \$4.5 billion would go to the lesser local roads that would feed the Interstate.

The Gore bill represented the best thinking of Senate Democratic leadership. And the Republicans, led by Bush again, denounced this thinking as pitifully inadequate. It was a horse-and-buggy bill, they said, as they went on to open up another continuous area of American highway debate—the everlasting struggle between metropolitan and rural Americans about where and how roads should be built.

What the Republicans objected to most was the way the Gore bill shared the enormous funds for the Interstate among the individual states. The Clay proposal had advocated that \$25 billion be spent by the Highway Corporation where needed—largely in the congested population centers of the North and East. But the Gore bill instead insisted that at least half the money be divided among the states by the traditional formula of highway aid.

**THIS CONGRESSIONAL FORMULA**, first invented in the Road Act of 1916, still quaintly reflects the era of the Model T Ford and the Stanley Steamer. By this old formula, all federal highway aid is divided in thirds. One third is shared by states according to their population; another third is divided among states according to area; the final third is distributed in proportion to their mileage of Rural Free Delivery routes. This, of course, penalizes the heavily congested states of the Midwest and the Northeast and favors the wide-open range and farming states.

Senator Gore said he did not want money appropriated by Congress to be cut up by anybody except Congress. "I just do not believe," he said later, "it would be consistent with the public interest to place this much authority in the hands of any one person . . . As Governor Hugh White of Mississippi has said, 'Those people in Washington might wake up with indigestion some morning and decide not to give my state any money.' I am confident that Congress . . . will never agree to make a permanent appropriation of such huge sums, with the money to go into a 'kitty' to be doled out on the basis of what the Secretary of Commerce considers to be the needs of the various states."

The Republicans called the Gore bill a "blunderbuss bill." Said Bush, "After he has read the analysis of the distribution of the fund, I will leave it to every senator to say whether he does not agree that that is a good term to apply to the proposed legislation. The fact is that 30 states are given less than they say they need to complete the Interstate System and 18 states are given far more than they need and more than they can

use. I say [it] . . . scatters dollars and does not build roads where the roads are needed."

Once again, as debate rolled on, the Senate sat in witness of a switch. The Democrats, normally as sensitive as sandpapered skin to big-city votes, voted solidly for the bill. Republicans, normally suspicious of big-city needs, voted solidly against it. But the Democrats had the votes and the Gore bill passed. It passed, to be shelved almost immediately. For while the long hearings and debates had dragged on in the Senate through March, April and May, the members of the House had begun to draw up their own plan—the so-called Fallon bill (see box).

\* \* \*

Now the Fallon bill—named for Democratic Representative George H. Fallon of Baltimore, a long-time road enthusiast—was offered as a work of courage and forethought. Long before the Senate had finished consideration of the bills before it, House Democrats had decided that their road bill would be one of "real statesmanship"—which is to say that since roads have to be paid for, they would undertake to find the money. The Democrats of the Public Works' subcommittee drawing up the road bill conferred with Sam Rayburn, the Speaker, who praised their inclination and then, in a total breach with House tradition, told them to go ahead and write the taxes themselves.

The Fallon bill accepted the dream plan of the Interstate System, and the continuing federal support of lesser roads as embodied in the President's program, altering them chiefly by spreading out the expenditures over 13 years instead of ten. But it flatly rejected setting up any federal corporation to borrow the money by bonds. Instead, it bracketed the appropriations it demanded with precise tax measures to meet them.

It insisted that the burden of paying for roads must fall most heavily on those who profit most by them. It called for raising the tax on every

The Interstate highway system—repaired and modernized, this 40,000-mile net could solve our road headaches



AL TARTER

PRESIDENT'S PROGRAM (DEFEATED):

1. The Interstate system to be built within ten years.
2. Price tag: \$27 billion; \$20 billion to be raised immediately by bonds of the Federal Highway Corporation. Money to be spent as needed to complete the system, the federal government paying 90 per cent of the costs, or a total of \$25 billion.
3. Routine federal aid to the states for other lesser roads to be continued at something less than the present level, or approximately \$600,000,000 a year.

GORE BILL (PASSED IN SENATE ONLY):

1. The Interstate program to begin with only a five-year authorization; Congress to take another look in five years.
2. Price tag over the five years: \$7.7 billion. Financing of this sum to be left to the decision of the House.
3. Routine federal aid to other lesser roads to continue, but at a higher figure than at present, or approximately \$800,000,000 a year.
4. Half of all the money appropriated for the Interstate to be shared by the traditional formula of state distribution, the other half to be distributed according to engineering costs.

FALLON BILL (DEFEATED):

1. The Interstate System to be built within 13 years.
2. Price tag: \$27 billion to be raised by immediate taxation. All motorists to pay one cent more a gallon on gasoline, heavy truckers to pay an additional 2 cents on a gallon of diesel fuel and an additional 10-cent tax per pound of rubber in tires, besides additional federal excises on new trucks.
3. Routine federal aid to lesser roads across the country, to start at the present level (approximately \$725,000,000 a year) and rise by \$25 million each year.

THE ROADS above are the vital arteries of the nation—40,000 miles of them. Together, they comprise the National System of Interstate Highways that has been the basis for every major U.S. highway improvement program proposed since the late 1930s—the roads we need for a healthy economy, the roads we must modernize in order to survive in an emergency. Some portions of the Interstate are already among the best roadways in the world. But most are badly in need of modernization—and everybody agrees the need is urgent. Here's why:

The Interstate network, even today, carries more than one seventh of all traffic in the U.S. It joins 42 state capitals and 90 per cent of all American cities of more than 50,000. Although it embraces only 1.2 per cent of our total road mileage it serves 65 per cent of the U.S. city dwellers and 45 per cent of the rural population. It also ties into major arterial routes in Canada and Mexico.

At best, the Interstate will have many miles of two-lane highway—narrow but straight and smooth and altogether adequate. But more than 28,000 miles will be four-lane, and 2,300 hard-traveled miles will be six-lane.

How much has been built to date? At present, 28 states have built or are building modern toll roads—like the superb Pennsylvania and New Jersey turnpikes—along 2,500 miles of Interstate routes. It is already possible to travel almost all the way from New York to Chicago by superhighway, with only a few breaks. Yet much remains to be done. A survey some months ago showed that only 15 per cent of the Interstate was up to the standards set for it. Bypasses and cut-throughs must be constructed for scores of congested cities on the net.

A broad-scale program will be required to complete the project—but so far Congress has been unable to agree on one. In the next column are listed the three plans Congress considered in its last session, and their present status.

Highways was one of the first business matters

Ike took up after his heart attack

gallon of gasoline burned in our automobiles by an additional cent (at a cost to the average motorist of about \$5.56 a year). Not only that. The architects of the Fallon bill were convinced that the ponderous, pounding heavy rigs of the trucking industry are the villains that beat our roads to bits. Consequently, they proposed that heavy trucks should pay a sort of supertax—a 50-cents-a-pound tax on every truck tire over 8.5 by 18, a special four-cent tax on each gallon of fuel for the extremely heavy diesel trucks, a new and heavier excise tax on a new truck when purchased. Such taxes meant that the normal five-axle heavy rig would be hit by what the truckmen claimed would be an additional tax bill of some \$1,031 in the first year.

Well before news of these tax provisions had leaked, however, and as soon as the House Democratic leadership had made known that its Roads subcommittee was writing a pay-as-you-go tax bill, every economic interest in our country with any direct or remote connection with highways girded its loins for battle in a lobbying fray rarely matched in recent history. All of them wanted highways, but all believed their very survival hung on the way Congress chose to pay for them.

Under our system of government, lobbying is a clearly legitimate and constitutional right of every citizen and group. But it is up to Congress to weigh the legitimate pleas of every group against the common good, balance off their contentions and come up with a judgment. And rarely, if ever, has Congress been under greater pressure in making a judgment between the broad but diffuse needs of a common citizenry and the sharpened needs of men whose livelihood hung on their decisions.

TWO GIANT CAMPS soon developed in the struggle over the bill. One was led by the railways, supported by the American Automobile Association and backed by most of the state highway officials of the country. They supported the Fallon bill. In the other were the truckmen, the tire dealers, the independent oil dealers, the diesel manufacturers—led in the grand strategy of opposition by the truckmen.

It is easiest to begin the story of the fight over the Fallon bill with the story of the railway men. Now, the railways have an acute and continuing interest in highways. In modern America, truckmen and railway men have been as bitter and unforgiving enemies as sheepmen and cattlemen on the open range of Wyoming, 80 years ago. In the past 30 years the trucking industry has grown to be a giant that grosses over \$5 billion a year for freight haulage (against the railways' \$8 billion).

If the great Interstate System goes through, with its near-level grades, its limited accesses, its numerous and heavy-paved lanes, the truckers—now engaged principally in short-run transport—will have a chance to gnaw away as successfully at the railways' long-haul freight business as the airlines have at the railways' long-haul passenger business, and the commuters' automobiles at their suburban passenger business.

Any kind of legislation on the Interstate System thus placed the railways in a delicate position. They could not, in a nation that loves highways, simply come out and flatly denounce better roads. Yet they could scarcely watch with blithe unconcern as the nation proposed to build this spectacular roadbed for their competitive rivals. They had to present their views skillfully—by supporting the highways the nation wanted, yet making sure their competitive rivals, the truckers, gained no advantage out of them. Which, in essence, is why the railways threw all the influence they could behind the Fallon bill.

Robert S. Henry, who is a vice-president of the Association of Ameri-

can Railroads in Washington and a cherubic old man with a twinkle in his eye, explained the railways' position to me thus:

"Highways? Why, of course we're in favor of good highways. But we want a *sound* highway program and any sound highway program has to include user charges—people who benefit from it should pay, and that's particularly true of people who use these facilities to carry on commercial business. We railways pay in taxes 11.9 cents of every dollar we take in; we pay 19.7 cents more of every dollar to maintain our roadbeds and tracks. The truckers pay only seven cents of their dollar for taxes and they get their roadbeds free. That makes 31 cents out of our dollar against their seven cents. That's just not fair—and that's why we think the Fallon bill is such a good bill."

Exactly how much influence the railways brought to bear in the drafting of the tax features of the Fallon bill no one knows. The American Trucking Associations, of course, holds the railways directly responsible for the taxing of big trucks. According to John Lawrence, ATA managing director, "They have intervened in the highway program, attempting to promote punitive taxes on big trucks which will cripple truck competition with their own freight operations. . . . Congressmen have evidence of that on their desks in the form of a barrage of letters, wires and calls inspired by railroad interests, and often indeed sent to their offices in railroad envelopes. No such railroad lobby has descended on Washington in the history of the Republic as that which is now operating in support of the soak-the-truck proposals. It is this wrecking crew which is mainly responsible for throwing the highway situation out of perspective."

THIS BITTER STATEMENT must be balanced by other facts, for the truckmen, when they finally mobilized, easily matched the railway men in power and skill of influence. Their open bitterness reflects, mostly, the fact that the railways were informed of the tax measures on trucks weeks before the truckmen realized what was happening in committee. And by the time the truckmen had become aware of what was happening they found themselves trapped as if by political jujitsu.

The railways had already taken up the position of virtue; they were supporting the Fallon bill, the boldest highway program ever proposed. But the truckmen were faced with Hobson's choice. They could accept the Fallon bill, giving them the great Interstate System they so desperately wanted—yet if they did so they would have to accept a tax burden on their industry which they claimed added another \$375,000,000 a year. Or they could elect to torpedo the Fallon bill and accept the blame for sabotaging the highway program.

The truckmen elected to mobilize against the bill. And their emergency mobilization dramatically outweighed anything the railways had previously been able to muster.

"Yes," says Walter Belson of the American Trucking Associations, "we had considerable influence in killing the Fallon bill. But don't confuse the Fallon bill with the highway program. We're not such stupid idiots as to be opposed to a road program we need as much as anyone else. We were about the first group to support the highway program from the beginning. We supported it before both Senate and House, we agreed to accept increased taxes to pay for it—we'll pay our fair share, the same tax rate on fuel, tires and equipment everyone else pays. Don't misunderstand what this means in dollars. The same rate of tax will make the big truck pay five times as much as the average passenger car in gas tax every mile it runs, 18 times as much in tire tax and 13 times as much in equipment. This is not per company, but on every individual five-axle truck owned as against a passenger vehicle. And our state taxes run up to 40 times as much per truck as per the average passenger car."

Desperately and doggedly, all through the months of June and July, the truckmen and their allies fought to pull the tax teeth from the Fallon bill. The committee members compromised with the truckmen by moderating their original bill until the additional diesel tax was lowered by two cents a gallon and the tax on large truck tires reduced from 50 cents a pound to 15 cents a pound. But the lawmakers could not be moved from their conviction that it was heavy trucks that profited most from the new roads, that heavy trucks required most of the extra-cost features of the roads—the wider lanes, the sturdier bridges, the pavings of 12 inches rather than the six or eight that might handle normal passenger traffic. A principle was involved, they said—a user charge was being imposed for the first time on a federal level and special users had to pay special taxes. The truckmen could not accept this principle.

By the time Congress got around to voting on the revised version of the Fallon bill at the end of July, the final push against the bill was operating in high. An array of eloquent interests had all convened on Capitol Hill to protest its tax features.

The diesel manufacturers implied their industry would be so hobbled that it might die, thereby jeopardizing the entire national-defense program, which requires diesel engines.

The big oil companies and big tire companies protested, in the orthodox tradition, that they could not see why their products should be made into particular and peculiar tax-collecting agencies of governments—as Robert H. Scholl of Esso, speaking for the American Petroleum Institute, pointed out, state and federal governments were already collecting in taxes some 35 per cent of what filling stations received for each gallon of gasoline.

Independent oil companies and independent tire jobbers protested at the taxes because, they said, it would manacle them in competition with the giants of the industry, whose capital structure could more easily afford to bear the amount of additional capital frozen into the inventory of every tire or oil outlet by the new taxes. Their lobbyists painted a somber picture before the Fallon committee of thousands and thousands of little businessmen squeezed out of business because they could not carry the taxes for their customers.

"I feel," said one of their spokesmen, "like I am representing a plucked chicken with two feathers left in his tail, and there is a hand reaching out for the last feathers."

Each of the trade associations joined in battle against the bill had roots in a thousand small towns and neighborhoods of America. Now these too began to be heard from in a lobbying campaign unmatched, say many congressmen, since the days of the Taft-Hartley bill. Telegrams began to snow on Congress—an estimated 100,000 in all, 10,000 on Congressman Fallon's desk alone.

The telegrams were accompanied by letters. They came not only on stiff white paper under the letterheads of great firms or associations but in the grease-stained handwritten letters that worry congressmen much more—under letterheads of "Art's Filling Station," of "Alf's Friendly Service," of "Lone Star Sales and Service."

In the final days of the fray, the AFL Teamsters Union, perhaps the most powerful influence of all, got to work, as Dave Beck decided that his truckers should back up the truckmen who employed them. Dave Beck made a personal call on Sam Rayburn to press the truckmen's point of view as that of the Teamsters Union, whose resources are so important to Democrats in doubtful Congressional districts.

Some congressmen claim they could even trace a trucker's day at the wheel by following the date lines of telegrams that would arrive. A driver might send his first wire from, say, Philadelphia at eight in the morning, his second from Harrisburg two hours later, his third from Pittsburgh that afternoon, his fourth from Toledo in the early morning.

BY THE TIME, on the afternoon of July 27th, that the final roll call on the Fallon bill took place, the House and its members were adrift under impulses and pressures they could not fathom. The drive against the bill was sharp, pointed and overwhelming; but the support for the bill, which should have come from the average motorist, was conspicuously absent.

Even though experts say that modern highways would save him \$100 a year in car expenses, the average motorist was silent. Though Andrew Sordani, the president of the American Automobile Association (himself a commercial truckman), told the House that his members supported the bill and would accept it, he could deliver few votes.

Some congressmen were deeply upset by the breach of tradition which had let a new committee write the taxes that had always previously been the sole prerogative of the august Ways and Means Committee. Even more important, many of them dimly sensed (and some were sharply informed) that the new bill, by increasing gasoline and tire taxes, was extending the taxing power of the federal government into the domain which the individual states had always considered as one of the reserved areas of their authority. Old-line State righters bridled.

And, finally, party discipline and control on both sides collapsed. The Fallon bill was a Democratic bill. Sam Rayburn, the Speaker, convinced of his authority and prestige, felt certain down to the last minute that party discipline would rouse the necessary votes; when, at last, he realized it could not, it was too late to improvise the tactics or counterpressures to whip his errant Democrats into line.

The Republicans erred as badly. The White House, which had always wanted to pay for the roads by bond borrowing, came at the last minute to the conclusion that the Fallon pay-as-you-go measure was better than none. But by the time Sherman Adams had phoned this eleventh-hour decision to Republican Congressman De Witt Hyde of Maryland, voting had begun. By the time Hyde got the message to Republican floor leaders, a House colleague later recounted, the Republicans were voting almost solidly against the bill and it was too late to switch. By the resounding margin of 292 (mostly Republican) to 123 (mostly Democratic), the House had rejected the Fallon bill, and with it any hope of a start on the new highways in 1955.

\* \* \*

What of the new session of Congress that opens in January? Will it give America any start on a modern highway system?

Collier's for January 6, 1956

At this writing, it is certain that every congressman will vie with his neighbor in his love, devotion and dedication to better highways. After all, 1956 is a Presidential year and neither major party wishes to be stuck, in the voter's mind, as the mossback outfit that was blind to this growing country's needs for better roads.

What kind of legislation we will get is, however, an open question—and one dependent more than anything else on the politicians' assessment of the public temper. It was the conspicuous silence of the average motorist in last year's Donnybrook that left Congress without that directional magnetic field by which it normally guides its actions among contending interests.

IT WOULD BE NAÏVE to hold the big lobbies of Washington either solely or chiefly responsible for destroying a program the nation needs by pursuing their legitimate, if individual, interests. True responsibility rests with Congress. This changing and dynamic country, in this age of vast physical and social transformation, needs an enormous range of expensive facilities without which it cannot thrive and for which everyone will have to pay.

The price tag on our growth will, when it is presented, be as high as anything else in this age of prosperity and somehow Congress must see to it that it is paid properly and justly.

It is this fundamental obligation of Congressional judgment that—at present writing—the administration hopes to pinpoint in the coming months. A new highway program stands high on the list of administration priorities for 1956; indeed, in the first business visit permitted Sherman Adams at President Eisenhower's bedside in Denver, the highway program was one of the chief concerns of the ailing chief executive. Since then, the Cabinet has passed responsibility for a new approach on to the Department of Commerce. There, administration leaders have been trying to define their attitude toward all the complex problems involved, yet leave it to Congress to come up with a hard bill in terms of specifics.

On phase one of last year's battle (financing), the administration has decided to yield to the Democratic point of view in an effort to get a program passed—it will now accept a pay-as-you-go measure in place of its original bond-financing proposal. But phase one was a partisan struggle that could be compromised, as it appears to have been now, by responsible party leaders. On phase two (the conflict of urban and rural needs) and phase three (the clash of rival transportation lobbies) unbridgeable differences of opinion seem to promise a new Highway Battle of 1956. In these phases, the differences cut through and across both major parties, for here Congress is struggling to decide on the shape of a new America which neither party sees clearly. In this struggle, the decisive voices will be those who understand the complicated issues best. But 1956 is an election year and the voices Congress aches most to hear are those of the voters. Do they understand? Will they make themselves heard? The kind of highways we get in 1956 and the years to follow depends on the answers.

THE END

Grant/Dooley  
February 11, 1991  
2 p.m. A:ROADS

**BRIEF REMARKS: TRANSPORTATION BRIEFING  
ROOM 450  
WEDNESDAY, FEBRUARY 13, 1991  
TIME?**

Welcome to the White House. It's great to have all of you here, and it's always a pleasure to see our very able Secretary of Transportation, Sam Skinner. ///

Thirty-five years ago, President Dwight Eisenhower envisioned an Interstate Highway System that today is reality. His idea spurred development in this country for a generation, and united our states as never before -- economically, politically, and socially. Take a look at any map of our country, and you'll see President Eisenhower's legacy for a strong America.

D.O.T.  
S.O. #1

Today, the Interstate System is virtually complete. But as we stand on the road to the next American Century, it seems there's **nothing but potholes** -- literally. Over 168,000 miles of highway need repair. Last year, over 134,000 bridges were structurally deficient, and 5,000 were closed to traffic. We need to move ahead -- toward **improved productivity and competitiveness** -- and to get there, we need **safe, efficient, modern roads**.

J 1989?

D.O.T.  
S.O. #2

The stakes are high. Economic competition in the 21st century will be tougher than ever before. Already, transportation accounts for 17 percent of our G.N.P. and up to a quarter of our export dollars. We've got to find ways to expand

"Surface Transportation 91" " There #1

the nation's **mobility** -- for urban Americans, for rural Americans, and for disabled Americans on the move.

So today we're calling for a renewed commitment to **invest in America's future** -- by unveiling a blueprint for a new national highway system. We've designed new legislation, **the Surface Transportation Assistance Act**, to build competitiveness and improve the links between workers and jobs, and goods and markets.

D.O.T. Memo  
For Demofest

This legislation encourages the use of advanced technologies; it uses modern management methods; it improves efficiency by making better use of existing highways; and it cuts red tape for those in the trucking industry. Best of all, it provides flexibility to the private sector and to the states, so that federal funds are targeted to where they are needed most.

This bill contains a **25 percent increase** in highway investment over the next five years. Funds for mass transit will increase by 6 percent, with a **33 percent increase** in capital investment. And this investment will give a shot in the arm to American workers -- by creating thousands of jobs in the short term, and boosting productivity in the long-term.

Dot #3  
So.

In these days of environmental terrorism -- ((and I'm not talking about my wife's accident with the tree)) -- we're all concerned about conserving energy and protecting the environment. Transportation in this country causes **more than half** of urban air pollution and consumes **even more** of our petroleum. Our aim is to reduce fuel consumption and ease traffic jams -- in order to save

Surface  
Transportation  
'91

✓ 25% only

#3

energy and cut air pollution. And we want to put flexibility in the hands of the states in meeting clean air goals -- because we can strike a balance between improving mobility, protecting the environment, and saving energy.

And finally, our most important goal is to save lives. Each year, 45,000 Americans die on highways -- the equivalent of one jetliner crash every day. So we've proposed a 43 percent increase in funding for highway and rail safety programs over the next five years. This Administration supports the battle against drunk driving, and we encourage people to buckle up for safety. [Possible appearance by Vince and Larry, the safety dummies].

SF'91  
#4  
SF'91  
#5

**This bill is a good one.** We believe it will draw broad support from all sectors -- the states, the transportation industry, and the Congress. As part of this Administration's National Transportation Strategy, it will move us into the Next American Century.

With this legislation, **America is on the road** to expanded productivity, more jobs, and a strengthened infrastructure -- **for a stronger United States.** Secretary Skinner, since you've already been dubbed the "Road Warrior," // I'm asking you to bring me back a bill I can sign by the end of this year.

Now, I understand Secretary Skinner will discuss this bill in greater detail with you. Thank you.

# # #

**TRANSPORTATION BRIEFING \ ROOM 450  
WEDNESDAY, FEBRUARY 13, 1991 \ 10:30 P.M.**

**WELCOME TO THE WHITE HOUSE. IT'S GREAT TO HAVE ALL  
OF YOU HERE, AND IT'S ALWAYS A PLEASURE TO SEE OUR VERY  
ABLE SECRETARY OF TRANSPORTATION, SAM SKINNER. ///**  
**AND A SPECIAL WELCOME TO SENATOR PAT MOYNIHAN, WHO IS  
JOINING US TODAY AS WELL.**

*Sen. Coughlin, Riegle, Moynihan*

**THIRTY-FIVE YEARS AGO, PRESIDENT DWIGHT EISENHOWER  
ENVISIONED OUR INTERSTATE HIGHWAY SYSTEM THAT TODAY IS  
REALITY.**

**- 2 -**

**HIS IDEA FUELED DEVELOPMENT IN THIS COUNTRY FOR A  
GENERATION, AND UNITED OUR STATES AS NEVER BEFORE --  
ECONOMICALLY, POLITICALLY, AND SOCIALLY. TAKE A LOOK  
AT ANY MAP OF OUR COUNTRY, AND YOU'LL SEE PRESIDENT  
EISENHOWER'S LEGACY FOR A STRONG AMERICA.**

**TODAY, THE INTERSTATE SYSTEM IS VIRTUALLY COMPLETE  
AND AMERICANS ENJOY UNEQUALLED MOBILITY. BUT IN THE  
YEARS SINCE ITS CONSTRUCTION BEGAN, THERE HAVE BEEN  
MAJOR DEMOGRAPHIC SHIFTS AND TRAVEL CHANGES IN AMERICA.**

WE HAVE A REMARKABLE HIGHWAY SYSTEM, BUT AS SAM HAS TOLD YOU, MUCH OF IT NEEDS IMPROVEMENT. WE NEED TO MOVE FORWARD -- TO MEET THE TRANSPORTATION NEEDS OF THE COMING GENERATIONS. IT'S TIME TO TAKE THE FIRST STEP ON THE LONG ROAD THAT LIES AHEAD. THE STATUS QUO WILL NOT GET US THERE.

ECONOMIC COMPETITION IN THE 21ST CENTURY WILL BE TOUGHER THAN EVER BEFORE.

WE CAN HELP BUILD COMPETITIVENESS AND IMPROVE THE LINKS BETWEEN WORKERS AND JOBS, AND GOODS AND MARKETS. ALREADY, TRANSPORTATION ACCOUNTS FOR 20 PERCENT OF CONSUMER SPENDING. WE'VE GOT TO FIND WAYS TO EXPAND THE NATION'S MOBILITY -- FOR URBAN AMERICANS, FOR RURAL AMERICANS, AND FOR AMERICANS WITH DISABILITIES WHO ARE ON THE MOVE.

SO TODAY WE'RE UNVEILING A BLUEPRINT FOR A  
"NATIONAL HIGHWAY SYSTEM."

[GESTURE TO MAP ON YOUR RIGHT. BLUE LINES ARE  
CURRENT INTERSTATE SYSTEM; RED LINES ARE NEW  
NATIONAL HIGHWAY SYSTEM.]

WE'VE DESIGNED NEW LEGISLATION, THE SURFACE  
TRANSPORTATION ASSISTANCE ACT, TO REFORM EXISTING  
HIGHWAY PROGRAMS AND INCREASE FUNDING FOR WHAT WORKS  
-- TO PREPARE FOR THE NEXT AMERICAN CENTURY.

TO DO IT, WE MUST INVEST IN AMERICA'S FUTURE. SO  
WE'RE INVESTING \$105 BILLION IN OUR TRANSPORTATION  
INFRASTRUCTURE OVER THE NEXT FIVE YEARS. HIGHWAY  
INVESTMENT WILL INCREASE BY 39 PERCENT -- TO \$20  
BILLION BY 1996 -- AND FUNDS FOR CAPITAL INVESTMENT IN  
MASS TRANSIT WILL INCREASE BY 25 PERCENT. AND WE'VE  
PROPOSED A 34 PERCENT INCREASE IN FUNDING FOR HIGHWAY  
SAFETY PROGRAMS OVER THE NEXT FIVE YEARS.

**THE FUTURE OF AMERICA'S TRANSPORTATION RESTS ON THE NEW FOUNDATION WE ARE LAYING TODAY. BUILDING ON THE SUCCESS OF THE INTERSTATE SYSTEM, THIS BILL PROVIDES FOR THE DESIGNATION OF A NEW "NATIONAL HIGHWAY SYSTEM" WHICH CONCENTRATES FEDERAL DOLLARS ON THE REHABILITATION AND IMPROVEMENT OF OUR MOST CRITICAL HIGHWAYS.**

**IT CREATES A NEW URBAN/RURAL BLOCK GRANT THAT WILL STREAMLINE NARROW HIGHWAY GRANT PROGRAMS INTO A LARGER, MORE FLEXIBLE HIGHWAY BLOCK GRANT. THE LEGISLATION WILL REDUCE THE BACKLOG OF BRIDGES NEEDING REPAIR AND REPLACEMENT. IT PROMOTES EFFICIENCY BY CUTTING RED TAPE FOR THE TRUCKING INDUSTRY.**

**THE BILL ALSO FOCUSES ATTENTION ON THE NEEDS OF OUR CITIES, WHERE MILLIONS OF OUR CITIZENS DEPEND ON PUBLIC TRANSIT.**

MASS TRANSIT IN URBAN AREAS WILL BE MAINTAINED AND IMPROVED, AND, UNDER THIS LEGISLATION, FUNDING FOR IT WILL BECOME MORE STABLE AND EQUITABLE.

OUR APPROACH WILL PROVIDE STATES AND LOCALITIES WITH FLEXIBILITY -- TO SELECT WHICH HIGHWAYS WILL RECEIVE TARGETED FEDERAL DOLLARS; AND STATES AND LOCALITIES WILL BE ABLE TO CHOOSE WHETHER TO SPEND FEDERAL DOLLARS ON TRANSIT OR HIGHWAY SOLUTIONS.

AS NEVER BEFORE, WE ARE ENCOURAGING CREATIVE NEW FINANCING AND MANAGEMENT BY THE STATES.

THIS BILL IS A GOOD ONE. WE BELIEVE IT WILL DRAW BROAD SUPPORT FROM ALL SECTORS -- THE STATES, THE CITIES, THE TRANSPORTATION INDUSTRY, AND THE CONGRESS. AS PART OF THIS ADMINISTRATION'S NATIONAL TRANSPORTATION POLICY, IT WILL MOVE US INTO THE NEXT AMERICAN CENTURY.

WITH THIS LEGISLATION, AMERICA IS ON THE ROAD TO EXPANDED PRODUCTIVITY, MORE JOBS, AND A STRENGTHENED INFRASTRUCTURE -- FOR A STRONGER UNITED STATES. SAM, SINCE YOU'VE ALREADY BEEN DUBBED THE "ROAD WARRIOR," // I'M ASKING YOU TO BRING ME BACK A BILL I CAN SIGN THIS FALL.

ONCE AGAIN, I THANK YOU ALL FOR COMING TODAY. GOD BLESS THE UNITED STATES.

# # #



**LEVY VISIT** (Jerusalem/UPI) -- Foreign Minister Levy angrily canceled a trip to the U.S. after discovering that Defense Minister Arens had stolen the show by meeting with President Bush. Levy had planned to leave Tuesday night to speak with Bush and Secretary Baker about his own five-point plan to settle the conflict with the Palestinians and surrounding Arab states. But the foreign minister abruptly canceled the trip, saying Arens' pre-emptive visit made Israel look "ridiculous," state-controlled Israel Radio reported.

**ALLIED OFFENSIVE/IRAQI ENVOY** (Algiers/Reuter) -- A senior Iraqi envoy said that remarks by President Bush indicating an allied land offensive was not imminent could be a ruse. If it were such an attempt, Iraq was ready to handle it, Deputy Prime Minister Saadoun Hammadi told a news conference in Algiers. "If this battle happens today or tomorrow then welcome. We are ready to foil it," Hammadi said after talks with President Benjedid of Algeria.

**NON-ALIGNED MOVEMENT** (Belgrade/UPI) -- A conference of 15 Non-Aligned Movement countries and the PLO failed to agree on a formula for a political solution to end the war, state-run media reported, quoting Yugoslav officials. The participants were divided over whether Iraq should withdraw its troops from Kuwait as a precondition to any peace process and no "final document" was adopted, the officials said.

**LEBANESE GOVERNMENT/ISRAEL/PLEA TO U.S.** (Beirut/UPI) -- The Lebanese government wants the U.S. to pressure Israel to withdraw from occupied southern Lebanon, Defense Minister Michel Murr said. "The role of the United States is to convince Israel to implement the U.N. Resolution 425 which calls for a complete withdrawal from the south," Murr told UPI at his office in the Defense Ministry.

**SDI** (UPI) -- Pentagon officials detailed a scaled back "Star Wars" missile defense program -- cut both in terms of scope and cost -- that would rely more heavily on ground-based interceptor rockets against limited attacks. Henry Cooper, head of SDI, and Steve Hadley, the Pentagon's chief of international security programs, said the decision to shift the program's focus was made following an analysis of the increased threat posed by ballistic missile proliferation and the decreased threat of either a conventional or nuclear war with the Soviet Union.

**CHINA JAIL SENTENCES/STATE DEPT.** (Reuter) -- The U.S. called the imposition of stiff jail sentences [13 years] against two leaders of China's 1989 pro-democracy demonstrations deeply troubling and complained that outside observers were not allowed to view the trial. "As we did the other day concerning the sentences that were in China, we find these deeply troubling," State Department spokeswoman Tutwiler told reporters. She said the U.S. government tried to have embassy personnel present as observers but "we have still been denied that; we were in these cases."

**DE KLERK/MANDELA** (Cape Town/Reuter) -- ANC leader Mandela and President de Klerk said they had resolved differences threatening an agreement on the suspension of the ANC's armed struggle against apartheid. Mandela and de Klerk said in a joint statement the text of their agreement would be published as soon as it had been ratified by the Cabinet and the ANC's National Executive Committee.

## 5:00 P.M. NEWS UPDATE

**KING MEETING (AP)** -- President Bush received strong support for his decision to delay a ground war from Britain's defense minister, who said "there's some work to be done" before the allies are ready to drive Iraq's army from Kuwait. Minister King said the allies are still looking to the air war to produce a "significant reduction in Iraq's military capability." "We want to see a tilt in the balance of military balance, so that when our forces embark...on that land campaign, the balance of advantage is with them," King said at the outset of the Oval Office meeting. "That will help us to minimize the casualties on our own side" and in Kuwait. Bush expressed chagrin at what he called Saddam's "one-sided propaganda mission cranking out myths and falsehoods" about civilian casualties. "I don't think the world's buying it," said Bush.

**MILITARY SPENDING/CHENEY (Reuter)** -- Responding to skyrocketing costs of the war, Secretary Cheney authorized the U.S. military services to exceed spending approved by Congress for routine operations such as transporting troops. Pentagon spokesman Williams said the department would seek a special spending supplement for the war next week, but that the military could begin running out of 1991 operations and maintenance funds before the extra money was approved.

**FRENCH-SOVIET GULF OBJECTIVES (Moscow/Reuter)** -- France and the Soviet Union agree on the aims of the allied campaign against Iraq, including the need to solve all Middle East problems after the war is over, French Foreign Minister Dumas said. He told a news conference after a two-hour meeting with President Gorbachev that both sides blamed Saddam for the war and had "very similar" positions on postwar scenarios for the region. "First of all it will be necessary to settle all the conflicts affecting the region, not only the gulf but also the Israeli-Palestinian conflict and Lebanon," Dumas said.

**ALLIED STRIKES (Riyadh/AP)** -- U.S. and Saudi forces used air strikes, artillery and naval gunfire to pummel an Iraqi force marshaling in Kuwait within striking distance of the Saudi border, military officials said. One senior military official called it the biggest battlefield action yet initiated by the allied forces, but said results were not yet known. "There is a high probability of enemy casualties," the official said, speaking on condition of anonymity. U.S. officials, meanwhile, reported a skirmish in Saudi Arabia against an Iraqi patrol, and said prisoners had told interrogators that round-the-clock bombing was inflicting severe losses among Iraqi troops in Kuwait.

**SCUD DAMAGE TO ISRAEL/U.S. (AP)** -- The Bush Administration is assuring Israel it is asking other nations to help pay for damage caused by Scud missiles and other costs related to the war, the State Department said. But spokeswoman Tutwiler said no specific U.S. contribution was promised to Israel at a meeting Monday between Secretary Baker and Defense Minister Arens. Arens explained to Baker that Israel has been maintaining a very high level of military preparedness and that obviously was an expense to them "and they would need help," Tutwiler said.

Grant/Dooley  
February 12, 1991  
2 p.m. A:ROADS2

**BRIEF REMARKS: TRANSPORTATION BRIEFING  
ROOM 450  
WEDNESDAY, FEBRUARY 13, 1991  
TIME?**

Welcome to the White House. It's great to have all of you here, and it's always a pleasure to see our very able Secretary of Transportation, Sam Skinner. /// And a special welcome to Senator Patrick Moynihan, who is joining us today as well.

Thirty-five years ago, President Dwight Eisenhower envisioned our Interstate Highway System that today is reality. His idea fueled development in this country for a generation, and united our states as never before -- economically, politically, and socially. Take a look at any map of our country, and you'll see President Eisenhower's legacy for a strong America.

Today, the Interstate System is virtually complete and Americans enjoy unequalled mobility. But in the years since its construction began, there have been major demographic shifts and travel changes in America. We have a remarkable highway system, but as Sam has told you, much of it needs improvement. We need to move forward -- to meet the transportation needs of the coming generations. It's time to take the first step on the long road that lies ahead.

The status quo will not get us there. Economic competition in the 21st century will be tougher than ever before. We can help build competitiveness and improve the links between workers and jobs, and goods and markets. Already, transportation

accounts for 20 percent of consumer spending. We've got to find ways to expand the nation's mobility -- for urban Americans, for rural Americans, and for Americans with disabilities who are on the move.

So today we're unveiling a blueprint for a new Federal highway program. We've designed new legislation, **the Surface Transportation Assistance Act**, to reform existing highway programs and increase funding for what works -- to prepare for the next American century.

**To do it, we must invest in America's future.** So we're investing \$105 billion in our transportation infrastructure over the next five years. Highway investment will increase by 39 percent, and funds for capital investment in mass transit will increase by 21 percent. And we've proposed a 34 percent increase in funding for highway safety programs over the next five years.

**The future of America's transportation rests on the new foundation we are laying today.** Building on the success of the Interstate System, this bill provides for the designation of a new **"National Highway System"** which concentrates federal dollars on the rehabilitation and improvement of our most critical highways. The legislation will cut the backlog of bridges needing repair and replacement, and promotes efficiency by easing the regulatory burden on transportation -- particularly in the trucking industry. It focuses new attention on the needs of our cities, where millions of our citizens depend on public transit. Mass transit in urban areas will be maintained and improved, and,

under this legislation, funding for it will become more stable and equitable.

Our approach will provide States with flexibility -- to select which highways will receive targeted federal dollars, and to use these monies in the best way possible. As never before, it encourages creative new financing and management by the States, and streamlines narrow highway grant programs into a larger, more flexible highway block grant, for urban and rural programs.

**This bill is a good one.** We believe it will draw broad support from all sectors -- the states, the cities, the transportation industry, and the Congress. As part of this Administration's National Transportation Policy, it will move us into the Next American Century.

With this legislation, **America is on the road** to expanded productivity, more jobs, and a strengthened infrastructure -- for **a stronger United States**. Sam, since you've already been dubbed the "Road Warrior," // I'm asking you to bring me back a bill I can sign before highway funding expires this fall.

Once again, I thank you all for coming today. God bless the United States of America.

# # #

*Copy Chris*  
*Done*  
*SM*

**SURFACE TRANSPORTATION '91**  
**To Jobs...To Homes...To Market**

Thirty-five years ago, President Eisenhower and freshman Senator Prescott Bush defined the Interstate Highway vision. That vision has mapped the Nation's economic development and prosperity for the past generation -- politically, economically, and socially. Now through the President's National Transportation Policy, we've defined a new bipartisan vision for the coming generation of surface transportation -- one which meets the evolving mobility needs of the Next American Century, linking America and the world.

**THEMES**

**1) Productivity and Jobs** (transportation accounts for 17% of GNP and 25% of export dollars)

- o Increasing long-term investment for productivity and international competitiveness;
- o Leveraging increased investment from the private sector;
- o Ancillary short term benefit of job creation from construction (30,000 to 50,000 jobs per \$1B);
- o Flexibility of federal funding to empower state and local governments to make more efficient use of scarce resources;
- o Accountability by states to protect federal investment.

**2) Mobility:** (congestion costs interstate commerce over \$35B/year)

- o Linking trained workers with communications and transportation;
- o Apply advanced technologies -- IVHS (smart cars/highways) and High Speed Rail/Maglev to relieve congestion;
- o Sound management techniques to keep roads and transit working;
- o Keep rural America connected.

**3) Environmental Sensitivity** (transportation responsible for more than 50% of urban air pollution and consumes 25% of refined petroleum products)

- o Improve local transit and highway operations to reduce fuel consumption and waste;
- o Flexibility of federal funding allows states to address clean air and make environmentally sound transportation decisions;
- o Congestion management systems promote more efficient use of energy and less air pollution.

**4) Safety** (45,000 lives lost each year: equivalent of one medium-jetliner crash each day)

- o Support the war on drunk driving and other safety problems.



**U.S. Department of  
Transportation**

Office of the Secretary  
of Transportation

Assistant Secretary

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

February 8, 1991

MEMORANDUM FOR DAVID DEMAREST  
ASSISTANT TO THE PRESIDENT AND  
DIRECTOR OF COMMUNICATIONS

FROM: Marion Blakey *MB*  
Assistant Secretary for Public Affairs

SUBJECT: Surface Transportation Assistance Act

All of us at DOT, particularly Secretary Skinner, were very pleased with the outcome of our meeting yesterday. I appreciated the obvious thought you had given the event before we got together.

Just a brief recap -- the announcement that the President is sending to Congress the Surface Transportation Assistance Act is scheduled for Wednesday, February 13 at 10:00 a.m. in Room 450 OEOB. The event will begin with a 15-minute on camera briefing by Secretary Skinner. The President will then make remarks.

Attached is information which I hope may be useful to Mary Kate in drafting the President's speech. I already faxed this to her, but thought you might have a need for a copy.

- A summary of the bill
- An expanded version of the bill's themes
- A brief outline of possible remarks for the President
- A copy of the Collier's article I mentioned

Bobbie Kilberg has the suggested invitation list. The fact sheet will reach Cabinet Affairs by first thing Monday morning. I will also have the photographs and any other suggestions for props by early Monday and will call you then. I hope this about covers it --- please let me know if you need anything further.

Attachment

456-6218



U.S. Department of Transportation  
Office of the Secretary of Transportation

Assistant Secretary  
91 FEB 8 P5:57

400 Seventh St. S.W.  
Washington DC 20590

OFFICE OF THE ASSISTANT SECRETARY FOR PUBLIC AFFAIRS  
TELECOPIER INFORMATION SHEET

2/8/91  
DATE

THE FOLLOWING 3 PAGES (INCLUDING COVER SHEET) ARE FOR:  
MARY KATE GRANT NAME OF INDIVIDUAL  
\_\_\_\_\_  
COMPANY NAME  
\_\_\_\_\_  
DESTINATION

THE FOLLOWING PAGES ARE FROM: Marion Blakey

COMMENTS:  
As discussed. Hope  
it helps. We'll be here  
late if you need us  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

IF YOU DO NOT RECEIVE ALL PAGES, PLEASE CALL \_\_\_\_\_  
AT \_\_\_\_\_ PROMPTLY.

THANK YOU

**SUGGESTED OUTLINE -- Friday 2/8/91 6 p.m.**

PRESIDENT GEORGE BUSH  
ANNOUNCEMENT OF SURFACE TRANSPORTATION ASSISTANCE ACT  
FEBRUARY 13, 1991  
THE WHITE HOUSE

- 1 ● The Interstate Highway System that President Eisenhower launched 35 years ago is a lasting legacy of his Administration and a tribute to his vision of a united and strong America.

-- That vision spurred U.S. development for the past generation, and united America as never before -- economically, politically, and socially.

- 2 ● Today, the Interstate System is virtually complete. However, as we prepare for the next American century, we face a deteriorated transportation infrastructure -- including many of our interstates.

-- While the decline of pavement conditions of the 1970s and early 1980s has stabilized, over 168,000 miles of highways still need repair.

-- In 1989, over 134,000 bridges were structurally deficient and 5,000 were closed to traffic.

-- We cannot allow this threat to our safety and productivity to go unaddressed. There's a big job for us to do.

- The stakes are especially high because competition in the global economy of the 21st century will be greater and more intense than at any time in history.

- U.S. competitiveness will suffer substantially in the new world order without a new commitment to transportation and its supporting infrastructure.

- Last year, the National Transportation Policy provided the transportation vision we need to move ahead.

- Already, we've seen the fruits of that vision when applied to the difficult task of devising a plan to rebuild and expand infrastructure.

-- Last year's successful aviation bill proves what can happen with a sound vision and the bipartisan commitment to back it up. Together, Congress and the Administration have set U.S. aviation on solid footing for the 1990s and beyond.

- We have every expectation that we can repeat that successful bipartisan effort with the surface bill that I am submitting to Congress today.

-- The Surface Transportation Assistance Act is a major component of my domestic agenda, and will therefore involve my continued commitment in working with Secretary Skinner in achieving a consensus on our goals. It is the product of the participation of several agencies throughout the Administration, and many outside the federal government have given us wise counsel.

- 3 ● We're calling for a renewed commitment to investing in America's future.
  - 25% increase in highway investment over next 5 years.
  - Mass transit increases 6%, with a 33% increase in capital investment.
- This increase in spending will have the added short term benefit of creating thousands of jobs. We estimate that each \$1 billion spent on infrastructure will produce 30-50,000 new jobs.
- We cannot move forward without better stewardship of our transportation dollars and better use of our existing infrastructure. We must find ways of increasing the nation's mobility -- for urban Americans, for rural Americans, for disabled Americans. Environmental and energy concerns are more important than ever. And while we have made considerable progress in highway and transit safety, we can do better. As Sam has explained, the bill I'm sending to the Hill today addresses all of these concerns.
- In our proposal is a blueprint for a new national highway system.
- We provide greater flexibility between highway and transit funds so states and cities can better solve their unique transportation problems.
- We call for relieving inefficient and expensive paperwork and the regulatory burden imposed on the interstate trucking industry by state government.
- We want to expand the role of the private sector and provide the states with more flexibility in allocating federal funds.
- We believe this bill will garner broad support from all sectors -- the states, industry, Congress.
- So I'm asking you, Sam, to work closely with all parties to forge a new consensus literally to move us into the Next American Century.
- Sam, since you've already been dubbed the "Road Warrior," I'm sending you on a new campaign today. The mission's objective: By the end of the year, bring me back a bill I can sign into law. You have a big task ahead of you, but with today's bill in hand, I have complete confidence you'll succeed.

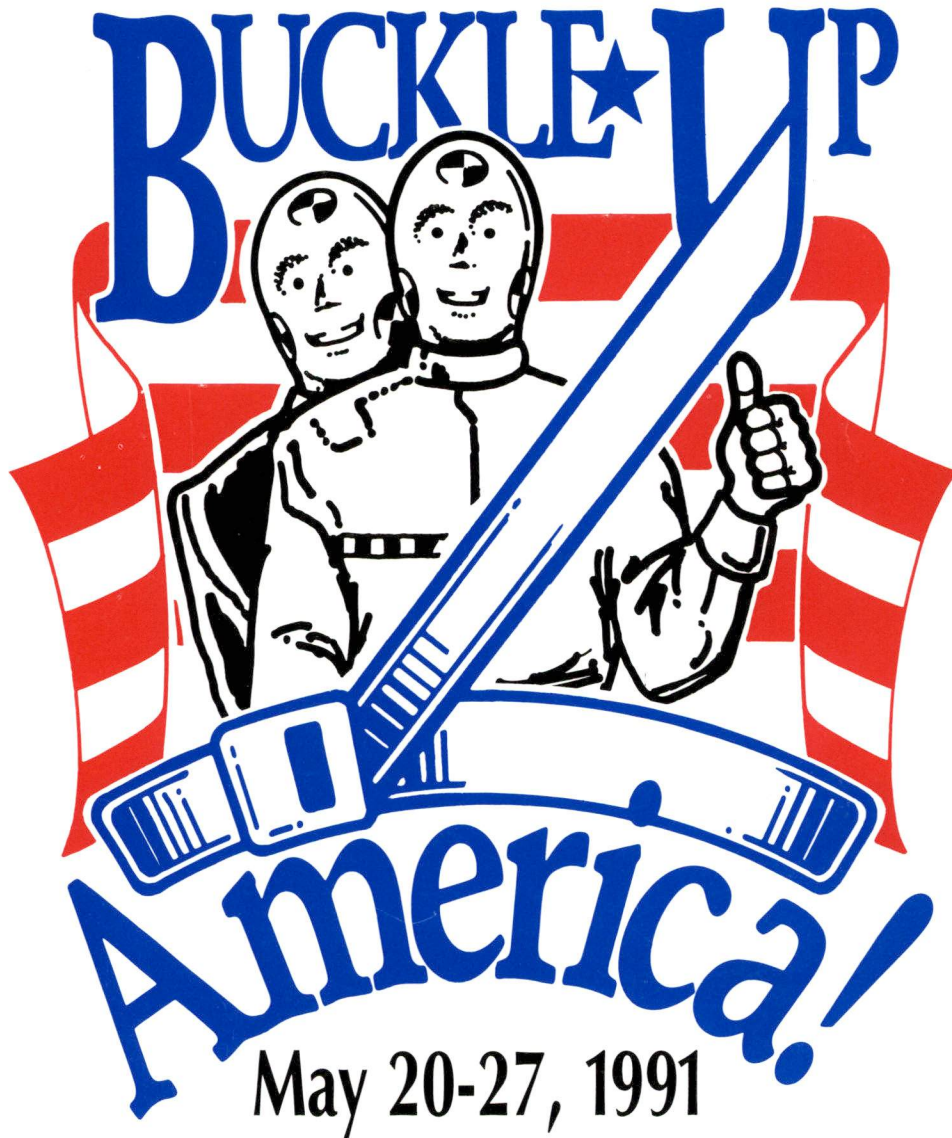


U.S. Department  
of Transportation

National Highway  
Traffic Safety  
Administration



# Idea Sampler



*\* We'll do white  
house guest appearance  
on (how's notice) Veni & Larry*

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**LET'S HEAR FROM YOU!**

Share your 1991 **Buckle Up America! Week** activities with us.

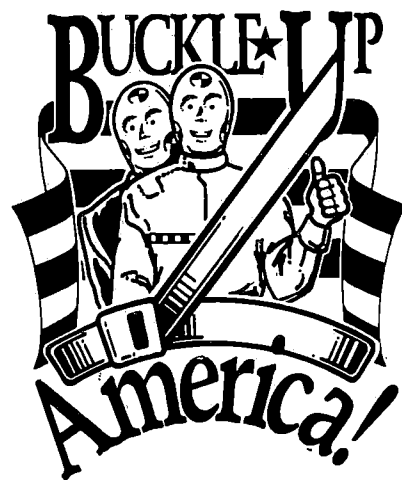
How did you and/or your group highlight the week?

What response did the community have?

**Let us know!**

Please mail this form, additional materials and photos to:

US DOT/NHTSA, NTS-11  
Office of Occupant Protection  
Idea Sampler Editor  
400 Seventh Street, S.W.  
Washington, DC 20590



Contact Person \_\_\_\_\_

Sponsoring Agency/Organization \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

Work Phone (    ) \_\_\_\_\_

1. Please provide a brief description of your 1991 **Buckle Up America! Week** activities.
2. Which activities were covered by radio and/or television?
3. What other community groups took part in your activities and events?

**NOTE: You may attach additional pages, if needed.**

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**1990 BUCKLE UP AMERICA!  
AWARENESS WEEK ACTIVITIES**



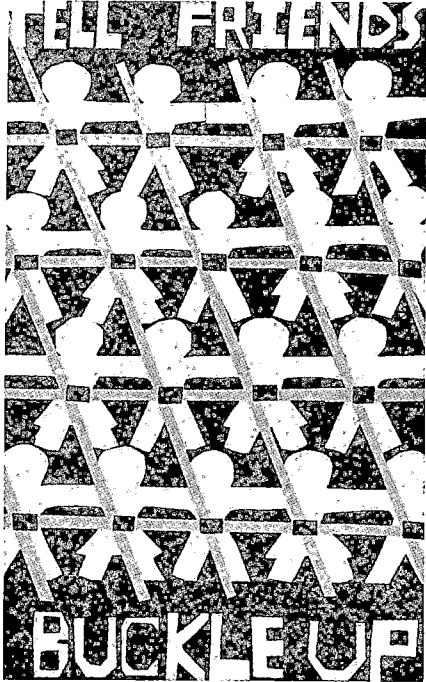
**Fairfax County, VA...** The Fairfax County Police Traffic Division presented a Safety Belt Honor Roll flag to each high school in Fairfax County achieving a minimum 70 percent belt use as part of its 70% PLUS Honor Roll effort.



**Atlanta, GA...** Parents and children in a Head Start program at the Shephard Spinal Center learned about buckling up as part of a local Safe Kids coalition effort. Targeted were low income youngsters and their families.



**Hampton Roads, VA...** Concerned Citizens Advocating Traffic Safety (CCATS) conducted safety seat checks with help from the Virginia Beach Police Department.



**Washington, DC...** "Tell Friends to Buckle Up" was the grand award winning slogan in the 1990 poster contest conducted by GEICO. The winner: Jordan Young, Grade 7, Eastern Intermediate School in Silver Spring, MD.



**Carlisle Park, AL...** A mock fatal wreck was staged at the Carlisle Park school track to show students how emergency personnel respond to a serious crash.

### *May 20-27, 1991*

The week between May 20 and May 27, including the long Memorial Day weekend, has been officially designated as **Buckle Up America! Week** for the past seven years. This time period traditionally marks the start of summer vacation travel in the United States. During this week, traffic safety proponents throughout the nation will be encouraging everyone to use safety belts in their vehicles, to buckle children into child safety seats correctly, and to learn more about automatic crash protection systems available in many of the vehicles on today's highways.

### *1991 Goals*

The objectives of this year's **Buckle Up America! Week** are to: 1) increase awareness of safety belt and child safety seat laws and law enforcement efforts; and 2) increase correct use. These objectives contribute to our overall goal of reaching 70 percent use nationwide by 1992.

### *Where We Stand*

1991 is a year for building on previous successes. Major advances have been made in the occupant protection field since 1978, when the first child safety seat law was passed in Tennessee. Since 1985, all 50 States and the District of Columbia have passed laws requiring that young children ride in safety seats or belts. The combined effect of these laws, enforcement efforts and public education has resulted in a child safety seat use rate of 84 percent through September 1990.

Currently, 37 States and the District of Columbia have occupant protection laws in effect. Safety belt use rose to 49 percent in 1990. Safety belt use in cities with belt use laws was up to 52 percent, and belt use in cities not under belt use laws increased to 36 percent. This is quite a dramatic rise since 1983, when overall belt use was as low as 14 percent!

### *Operation Buckle Down*

The law enforcement community is a critical element in raising safety belt and child safety seat use in the nation. Therefore, a new program has been initiated called, "Operation Buckle Down." It encourages the law enforcement community to conduct combined belt law enforcement and educational activities in their community. New programs have already started across the nation among law enforcement departments involved in "Operation Buckle Down."

## INTRODUCTION

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**70% PLUS Honor Roll** A key feature of the 1991 Buckle Up America! Week campaign is the nationwide 70% PLUS Honor Roll. States, cities, communities, businesses, schools -- any organization that has achieved at least 70 percent belt use -- will be honored by NHTSA and placed on its 70% PLUS Honor Roll.

**Think  
Buckle Up  
America!**

**Buckle Up America! Week** is an opportune time to focus attention on setting aside a day to start the buckle up habit at the local level. A major one day media event can be created that will encourage everyone to buckle up and start a habit for life. New national PSAs featuring Vince and Larry, the crash test dummies, will be available for this week in the spring.

**Idea Sampler  
Contents**

In the following pages, you will find tips on how to carry out the 1991 Buckle Up America! Week campaign, suggestions for enlisting community support, logo art work, fact sheets, a listing of state child safety seat laws, resources, a sample proclamation and press release -- and much more! An Operation C.A.R.E. data collection sheet is provided on page 14 of this Idea Sampler.

**A Special  
Opportunity**

The 1991 Buckle Up America! Week creates a special opportunity to focus attention on the occupant protection issue in every community, and to support activities throughout the year, not just one week in May. Because Buckle Up America! Week occurs prior to the start of summer vacation travel, reminders and activities may be initiated throughout the summer months. Events conducted during Child Passenger Safety Awareness Week in February may be further enhanced by reinforcing its concepts during May. Public opinion about safety has changed in recent years. Capitalize on this new interest in traffic safety!

**Buckle Up America  
Sponsors**

The 1991 Buckle Up America! Week campaign is supported by:

- Operation C.A.R.E. (Combined Accident Reduction Effort)
- National Association of Governors' Highway Safety Representatives (NAGHSR)
- American Coalition for Traffic Safety, Inc. (ACTS)
- Traffic Safety Now, Inc. (TSN)

## INTRODUCTION

- National Safety Council (NSC)
- Entertainment Industries Council, Inc. (EIC)  
Committee for Safety Belt Awareness
- National Highway Traffic Safety Administration (NHTSA)
- and many others....

### *Let Us Know...*

Comments, success stories, photos and ideas are welcomed. Please use the form at the front of this publication or write to: Office of Occupant Protection, Attn.: Idea Sampler Editor, NTS-11, DOT/NHTSA, 400 Seventh St., S.W., Washington, D.C. 20590.



Philadelphia, PA... SAE's Philadelphia Section encouraged the Philadelphia Electric Co.'s Crown Lights display that informed the public about the Pennsylvania safety belt law.



Oklahoma City, OK... As part of a state-wide effort, Vince and Larry visited elementary schools and encouraged safety belt use among children and their families. Vince and Larry pledge cards were signed by more than 100,000 youngsters in over 730 elementary schools.



Chesapeake, VA... Seniors checked the safety belt use of their peers and found that a whopping 80 percent of the 200 seniors attending a meeting of telephone company retirees were buckled up!

# PROCLAMATION

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## **BUCKLE UP AMERICA! Week, May 20-27, 1991**

**WHEREAS**, motor vehicle crashes are the leading cause of death for people between the ages of six and 34 in the United States -- more than 50,000 in 1980 and 45,555 in 1989;

**WHEREAS**, when used, lap and shoulder safety belts could reduce the risk of fatal or serious occupant injury by between 40 and 55 percent;

**WHEREAS**, motor vehicle crashes are one of the leading trauma-related cause of spinal cord injuries, epilepsy and mental retardation in the United States and the current nationwide economic losses resulting from traffic crashes exceed \$74 billion each year;

**WHEREAS**, the use of safety belts and child safety seats are known to be one of the best defenses against the drunk and drugged driver;

**WHEREAS**, 37 states and the District of Columbia have safety belt use laws and all 50 states and the District of Columbia have enacted laws requiring the use of child passenger safety systems;

**WHEREAS**, the **Buckle Up America! Week**, designated for May 20-27, 1991 as a nationwide challenge, will give communities and organizations a unique opportunity to increase the correct use of safety belts and child safety seats by focusing public attention on the lifesaving benefits of these systems, including automatic belt systems and air bags;

**NOW, THEREFORE, BE IT RESOLVED** that (state, city or organization) will join in this important nationwide program, **Buckle Up America!**, and call upon all citizens to establish a goal of always buckling up when traveling in motor vehicles.

I (name of elected official or organization leader), (title) of (name of city, county, state or organization), in recognition of this lifesaving opportunity, do hereby proclaim the week of May 20-27, 1991 as

**"Buckle Up America! Week"**

and encourage the community to observe the week with appropriate programs, ceremonies and activities to increase the correct use of safety belts and child safety seats.

## 70% PLUS HONOR ROLL

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### *70% Plus and BUA Week*

**Buckle Up America! Week** presents a unique opportunity to increase belt use in an attempt to raise it to at least 70 percent. The 70% PLUSlus Honor Roll is one way to provide needed attention to occupant protection issues and to reinforce positive safety belt and child safety seat behaviors.

### *What is It?*

The 70% PLUS Honor Roll is a recognition program to honor states, organizations, cities, counties, companies, military bases, schools, etc. that have reached 70 percent and higher safety belt use.

### *Who may Apply?*

The 70% PLUS Honor Roll is open to any state, county, city or town that has reached at least 70 percent belt use within the general population. Also eligible are companies, organizations, schools, military bases or other places or institutions that have reached at least 70 percent safety belt use among its employees, students or residents. Minimum size of the eligible organization is 100 people.

### *How to Apply*

Contact your State Highway Safety Office or NHTSA Regional Office (see address listings in this Idea Sampler) for further information and application forms.



## MASS MEDIA PROGRAMS

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Mass media campaigns have impact. Capitalize on this capability for effective, comprehensive **Buckle Up America! Week** activities. Keep mass media approaches in the forefront as plans are made for achieving at least 70 percent use of safety belts and increasing the correct use of child safety seats in 1991 and beyond.

Studies have demonstrated that strong media campaigns, combined with well-documented enforcement programs, increase the perceived risk of receiving a citation for non-compliance. This yields a higher level of voluntary use by the general public.

### *New Efforts*

A new enforcement campaign, "Operation Buckle Down," provides a program for increasing the enforcement of safety belt and child safety seat laws, as well as increasing public awareness of the risk of crashes and the value of these safety devices. If you haven't heard about "Operation Buckle Down" in your state, contact your Governor's Highway Safety Office (see **Facts and Resources** section of this Idea Sampler for contact information).

Special events are planned to gain national media attention during **Buckle Up America! Week**. They will focus attention on the concept of buckling up and starting a habit for life. New Vince and Larry PSAs are also being developed. Information on these activities may be obtained by contacting your NHTSA Regional Office (see **Facts and Resources**). Additional copies of the new Vince and Larry PSAs may be obtained by contacting NHTSA's Office of Public and Consumer Affairs at 202-366-9550.

### *National VNRs and ANRs*

NHTSA provides both a special Video News Release (VNR) and an Audio News Release (ANR) for **Buckle Up America! Week**. The 1991 releases will be "beamed down" on May 21, 1991 by satellite. In 1990, more than six million viewers and listeners were presented a **Buckle Up America!** message in May. For information on specific coordinates for these national releases, please contact NHTSA, NTS-11, 202-366-2705 around May 15, 1991.

## MASS MEDIA PROGRAMS

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### *Ideas to Try*

- Think **Buckle Up America! Week**. When developing materials or planning activities, think about occupant protection systems. Be creative! The start of summer vacation travel is an ideal time to stress buckling up correctly. Capitalize on prom activities and graduation festivities and include a seat belt message, along with a no drinking message. Young people are a high risk group with the lowest safety belt use rates in the nation.
- Work with your local police chief to coordinate a media campaign linking **Buckle Up America!** events and local enforcement efforts.
- Encourage local TV and radio stations to run the Vince and Larry materials they have received from the Ad Council.
- Send a news release to every television station, radio station and newspaper in the community or state. Include **Buckle Up America!** camera-ready art work and the governor's proclamation, as well as information on when the national video and audio news releases are due to be distributed by satellite.
- Contact radio stations about safety belt issue interviews. Provide PSAs for airing on cable and local television stations. Develop a resource bank for interviews that includes law enforcement personnel, physicians, safety professionals and community celebrities.
- Promote the 70% PLUS Honor Roll and Saved by the Belt, Safety Seat or Air Bag Survivors' programs. Honor recipients and alert the media to the event. Ask the media to alert those who are survivors to fill out registration forms.
- Use Vince and Larry as attention-getters for any safety belt media campaign. The media loves them! See **Facts and Resources** for Vince and Larry materials already available for distribution.

## MASS MEDIA PROGRAMS

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### SUGGESTED EDITORIAL

Life is a series of choices from an extensive menu of options. Every day, each of us picks and chooses from among them according to our lifestyle, deciding what we like and dislike, want and need, what risks to take and which ones to avoid. Each of us is unique and free to make our own choices.

Healthy choices though are pretty universal. What's good for one is usually a good idea for all. Moderate exercise, watching our weight, and getting enough rest are good prescriptions for everyone. Unfortunately, not everyone chooses the healthy alternative. A million excuses can be found, and it always seems easier to postpone that healthy choice until another day.

There are some healthy choices that people are usually willing to make, even if they cause some discomfort. No one likes to get a shot in the arm, but smallpox has been almost completely eradicated because millions have been willing to endure some pain in order to stay healthy. Social attitudes towards smoking have changed dramatically, and millions of people have "kicked the habit" because the consequences of smoking are too severe.

The consequences of a motor vehicle crash can be pretty severe, too. Every year, more than 45,000 people are killed and hundreds of thousands suffer moderate to serious injuries in motor vehicle crashes. Of all life's risks waiting to do us in, motor vehicle crashes are high on the list. Overall, they are the number one killer for people up to age 44.

Safety belts reduce the risk of death or serious injury by about half. Since 1983, more than 20,000 lives have been saved because some people had the good sense to wear safety belts. It's not a hard choice to make. It doesn't hurt, it doesn't require any expensive equipment, and it only takes a few seconds. Yet only half of our population makes the healthy choice to buckle their safety belt every time they are in a car.

It's hard to understand why people will swallow evil-tasting medicine to get rid of the sniffles, starve themselves to lose a few pounds, and spend a fortune on exercise equipment-- and then get in their cars and refuse to buckle their safety belt to save their life.

**Maybe Buckle Up America! Week** is the right time to add another healthy choice to your daily routine. Buckle your safety belt every time you get in a motor vehicle. Make certain everyone else in the car does, too -- every time, every trip. And keep on exercising, eating right and taking good care of yourself, your family and your friends. **Buckle Up America!** It's the right choice to make!

### SUGGESTED PRESS RELEASE

In recognition of **Buckle Up America! Week**, May 20-27, (name), (title) of the (organization) today strongly encouraged all motorists to use safety belts on every trip in a motor vehicle. According to (name), **Buckle Up America! Week** is a national campaign highlighting the lifesaving potential of safety belts, child safety seats and air bags.

"Many people just don't realize how your chances of serious injury or death are reduced significantly if you wear safety belts. More than 20,000 lives have been saved by seat belts alone from 1983 through 1989," (name) said. "In 1982, before any state had a seat belt use law, America buckled up at an 11 percent rate. Use of safety belts has more than quadrupled since then in response to increased law enforcement efforts and public information campaigns. As encouraging as these results are, it's not enough! People are still being killed on our highways because they didn't take the three seconds needed to buckle up. That's inexcusable!"

(Name) also stressed the importance of using safety belts even if your car is equipped with an air bag. "Many people don't realize that air bags are only effective in a front-end collision. You still must wear a safety belt in case of a rear-end, side impact, or a rollover crash. For the best possible protection, use the 'winning combination' of safety belts and air bags."

In addition, (name) reminded parents of young children to protect them in a child safety seat that is installed and used correctly. "Child safety seats are very reliable in preventing deaths and injuries to child passengers, provided they are used correctly. Child restraints are credited with saving about 238 lives in 1989 alone. That's a good record, but it can be improved with everyone's participation."

(Name) stated that this week's safety belt awareness activities will coincide with the Memorial Day weekend, the holiday that traditionally signals the beginning of the summer travel season.

## MASS MEDIA PROGRAMS

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### SUGGESTED PSAs

- 20-sec      Thousands die on our highways each year because they didn't buckle up. A death is always sad, but more so when it could have been avoided. Why take an unnecessary risk when the stakes are so high? Buckle up every time you are in a motor vehicle. A public service message from (call letters).
- 20-sec      More and more cars are being equipped with air bags. But an air bag only helps in a head-on collision. You still need to buckle your safety belt. Use the winning combination of air bags and seat belts for the best protection on the road. Buckle up, America! A public service message from (call letters).
- 15-sec      Some people will be killed in motor vehicle crashes this holiday weekend. Many will die because they didn't buckle up. Don't make this weekend your last. Buckle up, America! A public service message from (call letters).
- 15-sec      May 20-27 is Buckle Up America! Week. It's a good time to remind your loved ones that safety belts, air bags and child safety seats save lives. So remember to buckle up, America! -- every time, on every trip. A public service message from (call letters).
- 15-sec      Hospitals are filled with people who didn't have enough time to buckle up. Now they have lots of time to recover. Whenever you get in a motor vehicle, take the time to buckle up. A public service message from (call letters).
- 15-sec      Ever been told to "use your head?" There are two ways you can do that. One is to crack a windshield and the other is to buckle up. Which would you prefer? A public service message from (call letters).
- 10-sec      Some people complain that safety belts are a nuisance. They say they're hard to reach and uncomfortable to wear. Maybe so. But they may save your life. Don't drive off without them. A public service message from (call letters).

### HOW TO GET THE CRASH DUMMIES

#### *Vince and Larry at Your Event*

Vince and Larry, the crash dummies featured in a series of television public service announcements, are available for special appearances. They may be used by any organization to promote the use of safety belts and other occupant protection devices at parades, exhibits, conferences, schools and special media events. There is no charge for the outfits. Organizations using the suits, however, must arrange for persons to wear them, schedule the appearances, arrange for any media coverage and return the outfits in the same condition as when borrowed.

#### *The Specifics*

The suits will fit slim individuals between 5'5" and 5'8" tall. No one should be permitted to wear the outfits longer than 30 minutes, as they can get very warm. Back-up crews should always be ready, or breaks should be planned. Mime must be used, as Vince and Larry clones may not speak.

#### *For Requests...*

To check the availability of the Vince and Larry outfits, please refer to the list of NHTSA Regional Offices or Governors' Highway Safety Offices at the back of this Idea Sampler. They can direct you from there. In addition, local occupant protection groups and State Police have purchased their own Vince and Larry suits. Requests for suits should be made in writing. Include the dates needed, event details, people expected, and media coverage planned. Requests are filled on a first-come-first-serve basis.

#### *Video Training Film*

A 17-min. training video for individuals wishing to perform as Vince and Larry is available from the University of Southern Mississippi Occupant Protection Research Project, Marty Spellicy, 601-266-5353. The cost is \$10. The video is titled, "Vince and Larry: Making a Local Success of a National Program."

#### *Please Note...*

Vince and Larry are copyrighted characters. In order to use them for any purpose other than an appearance, please contact: Office of Public and Consumer Affairs, NHTSA, 202-366-5968.

## LAW ENFORCEMENT PROGRAMS

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Law enforcement agencies should be an integral part of your program and activities. Encourage your State and local police to join the **Buckle Up America! Week** campaign. A new program, "Operation Buckle Down," has been developed by NHTSA to encourage the law enforcement community to increase its enforcement of belt use laws and to provide information on the value of using seat belts and child safety seats.

### *A Successful Approach*

The month of May provides an excellent opportunity to implement a model occupant protection enforcement program derived from successful strategies used by police agencies across the country, and endorsed by an internationally prominent professional police organization.

### *Belt Law States*

In states with belt use laws, law enforcement agencies should consider integrated enforcement programs. These enforcement programs add safety belt and child safety seat education and enforcement to selective traffic enforcement efforts, e.g. speed enforcement programs, drinking and drugged driving programs, and/or other traffic enforcement programs. This approach allows for increased enforcement of safety belt laws with a minimal increase in enforcement resources.

### *Non-Law States*

In non-law states, the enforcement community can play a major role in educating the public about the benefits of safety belts during **Buckle Up America! Week**. Many areas are already involved in safety belt use education; however, by concentrating efforts to coordinate with this special focus week, and by using the entire month of May or the summer travel season, additional publicity for the concept may be achieved.

### *Safety Belt Policy*

Police are more likely to enforce safety belt laws if they themselves are committed safety belt users. This commitment is best achieved through a strong agency belt use policy backed with management level support. If a policy does not exist, officers should work on encouraging command support for implementing one. Effective arguments can be made about the pay-off of such policies in the form of reduced deaths and injuries and savings in lost work days, medical costs, etc.

## LAW ENFORCEMENT PROGRAMS

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### *Ideas to Try*

- Establish a "Looking Beyond the Traffic Ticket" campaign effort to increase resources being focused on traffic enforcement, while imposing an impact on criminal activity.
- Encourage police officers to offer an incentive award to those belted up. This is an excellent way to promote positive interaction between law enforcement and the community.
- Encourage all officers to take a safety belt and child safety seat course, such as "Occupant Protection Usage and Enforcement." Contact your State Highway Office for information on when and where these courses are held.
- Obtain the NHTSA publication, "Occupant Protection Systems and Trends for Police Managers." It presents compelling reasons for initiating officer training and offers numerous suggestions for implementing a comprehensive program for law enforcement involvement. (See **Facts and Resources**.)
- Institute a "Chief's Challenge" program. Police chiefs in each county throughout the state challenge one another to increase safety belt and child safety seat use. Involve the media in monitoring progress.
- Encourage your local police agency to participate in the 70% PLUSlus Honor Roll. Involve the local media in the awards ceremony. (See page 5 for details.)
- Demonstrate community support of law enforcement. Obtain the NHTSA publication, "The Community and Law Enforcement Teaming Up to Save Lives," for implementation suggestions and strategies. (See **Facts and Resources**.)
- Have officers speak to youth as part of an Officer Safety Education program.

**LAW ENFORCEMENT PROGRAMS**

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**DATA COLLECTION**

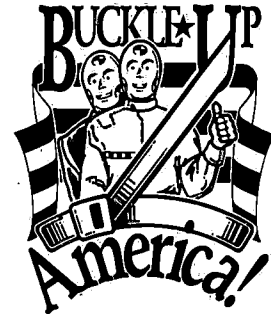
**OPERATION C.A.R.E.**

**MEMORIAL DAY WEEKEND**

**6:00 P.M. MAY 24, 1991**

**THROUGH**

**12:00 MIDNIGHT MAY 27, 1991**



1. Number of fatal crashes \_\_\_\_\_
2. Number of fatalities  
(Includes pedestrians, motorcyclists, etc. \_\_\_\_\_)
3. Number of fatalities  
(Motor vehicle occupants only) \_\_\_\_\_
4. Number of fatalities  
**NOT USING SAFETY RESTRAINTS**  
(Motor vehicle occupants only) \_\_\_\_\_

**NOTE TO OPERATION C.A.R.E. MEMBERS:**

**Please report to C.A.R.E. Regional Data Coordinators by Tuesday, May 28, 1991.**

## WORKSITE AND EMPLOYER PROGRAMS

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Managers today are always looking for ways to improve productivity and lower costs. No company can afford to ignore a major problem that could have a serious impact on both personnel and the company budget, especially if there is a simple, inexpensive and effective solution at hand.

### *High Costs of Traffic Crashes*

The growing cost of motor vehicle crashes is just such a problem. In 1989, over 45,000 people died on our highways. To managers, motor vehicle crashes represent the number one cause of both lost work time and on-the-job fatalities. Over 30 percent of all employee deaths are caused by traffic crashes. Each work-related employee motor vehicle fatality is estimated to cost the employer an average of \$110,500 in direct costs and a like amount for uninsured costs.

### *Work Place Solution*

The solution to this problem is a comprehensive highway safety program for the workplace. Such a program starts with management commitment to reducing motor vehicle deaths and injuries and involves all employees in an on-going program to change behavior.

It takes only one serious crash for costs to mount to major proportions. Companies are taking action to reduce and prevent such losses by establishing comprehensive and coordinated programs to encourage highway safety.

### *For Assistance*

On the following pages are successful ideas for worksite activities for **Buckle Up America! Week**. In addition, consult the **Facts and Resources** of this Idea Sampler for information on the new *Network of Employers for Traffic Safety (NETS)* program, one that is specifically designed to assist employers in establishing comprehensive highway safety programs for their workers.

## WORKSITE AND EMPLOYER PROGRAMS

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### *Ideas to Try*

- Establish and enforce a strong company policy on always wearing safety belts correctly and not drinking and driving. Appoint a staff safety coordinator to oversee company highway safety programs. Make a commitment, set goals and objectives, and develop a method of evaluation.
- Conduct a safety belt use survey prior to any activities. This will enable baseline data to be established for measuring program successes.
- Obtain the NHTSA publication, "Four Seasons Guide for Saving Lives." (See **Facts and Resources**.) The book is a highway safety handbook for employers who wish to conduct an active safety program for the year.
- Utility companies, restaurants, airport parking lots, credit card companies, political newsletters, direct mail coupons, hospitals, etc. can place a **Buckle Up America!** message in their mailings.
- Hold a pizza party for employees in recognition of an accident-free quarter or month. Incorporate pledge cards for employees agreeing to honor **Buckle Up America! Week** by wearing safety belts and protecting children with child safety seats. Feature the event and endorsements from employees in the company newsletter.
- Hold a safety and/or health event for employees and their families, including seat belt information as part of a healthy lifestyle packet. Have a company official write a letter urging everyone to be extra safe during the upcoming Memorial Day weekend and summer months by buckling up.
- Sponsor special community events, e.g. contests, sweepstakes, displays.
- Use the **Buckle Up Week!** focus to recognize employees saved by the belt, air bag or whose child was saved by a safety seat.

# WORKSITE AND EMPLOYER PROGRAMS

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## SUGGESTED LETTER TO CORPORATIONS

To the Chief Executive Officer:

When you hear of a motor vehicle crash, you probably think of the physical and emotional pain it caused, and rightfully so. More than 45,000 people die and millions are injured on our nation's roadways each year. But do you know what motor vehicle crashes cost you?

Motor vehicle crashes are the leading cause of death among employees -- and the leading cause of death for the entire population under age 34. Two out of every five deaths occurring on the job are motor vehicle-related. The average employer's workers' compensation cost is \$110,500 for each on-the-job motor vehicle-related fatality (and a like amount for uninsured costs) and \$2,400 for each injury. The price tag for businesses skyrockets when insurance costs for off-the-job motor vehicle crashes are also added. The fact is that whether a motor vehicle crash occurs on or off the job, it costs your company money.

(Organizational name) would like to share a program with you that we believe will benefit your individual employees and your company as a whole. According to the National Highway Traffic Safety Administration (NHTSA), about 8,300 additional lives could be saved annually if all passenger vehicle occupants used safety belts and child safety seats correctly on every trip. We hope that you will join with us in the nationwide campaign to increase the use of safety belts and child safety seats. To highlight the importance of this campaign, the week of May 20-27, 1991 has been designated as **Buckle Up America! Week**.

There are lots of ways that you can participate. The most effective include the following:

- Implement or highlight work place policies requiring safety belt use
- Begin or refresh educational programs on safety belts, child safety seats and new automatic crash protection systems
- Use your employee newsletter and special signs and messages to remind people to buckle up
- Begin a "Saved by the Belt and Bag" recognition program

(For seat belt law states only) As you probably know, our state requires that safety belts be worn by front seat passengers in all motor vehicles. We would also like your company to show your support for the law by working with law enforcement officials and others to encourage community leaders to speak out on the benefits of seat belt and child safety seat use. You may wish to contact the police chief yourself and offer your support, or you may want to start a local recognition program for law enforcement officers who have saved motorists' lives by reminding them to buckle up. Ask local officials about other ways you can support their lifesaving efforts.

**Buckle Up America! Week** is an excellent opportunity to join with other community leaders and organizations across the nation to encourage safety belt use. At the same time, you can demonstrate to your employees how concerned you are for their safety.

If you would like more information, please call (name) at (telephone number) for more information on how you can get involved. Thank you for your time and consideration. We look forward to your participation!

Sincerely,

## SCHOOL AND CHILD CARE PROGRAMS

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### *Look at the Numbers!*

Young people are at high risk for being injured or killed in motor vehicle crashes. It is imperative, therefore, that they be reached with an occupant protection message. Although all 50 states and the District of Columbia have laws requiring young children to ride in safety seats or belts, and although a number of states have raised the coverage for belt use for older children -- some into the teens -- misuse and nonuse continue to be a problem. Subteen (ages 5-12 years) and teen use rates for 1989 were 43.5 percent and 28.9 percent respectively -- both below the cited percentage for adults of 45.2 percent. Although these percentages have gone up, they still have a long way to go.

The data for the 15-24-year-olds are truly alarming. These young adults represent 30 percent of total motor vehicle related fatalities, but only 16 percent of the total population. And although almost half of all occupants use restraints (NHTSA's 19 Cities Survey), only 15 percent of those persons between ages 15-24 involved in fatal crashes in 1988 were reported by police as being restrained at the time of the crash. Males outnumbered females 2.85 to 1 as crash victims in this 15-24 age group.

### *Ideal Settings*

School settings are ideal for promoting occupant protection programs. Youngsters are receptive to information, and experience dictates that they are excellent deliverers of safety messages. Child care centers and other organized settings for children -- including schools, youth clubs, after school day care, religious institutions, and corporations/hospitals with child care centers -- have become some of the best ways to disseminate important information to families. Teachers and others working with young people can be excellent advocates for a correct and consistent safety seat and seat belt policy.

Vocational training programs, such as Job Corps or Vocational Technical schools, are excellent ways to reach young people who may be missed by high school programs. Safe driving habits can add a lot to a young person's "hireability."

## SCHOOL AND CHILD CARE PROGRAMS

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### *Ideas to Try*

- Institute a "Saved by the Belt, Seat and Bag Club." Hold a survivors' event, presenting certificates. Try to get Vince and Larry, the crash test dummies, to make a special appearance and sign photos or posters.
- Include information found in **Facts and Resources** in the school newsletter sent to parents. Schedule a parent meeting around traffic safety issues.
- Provide Head Start and family day care staff with information on correct use of belts and safety seats. Train them on common misuse problems so they can instruct parents. Ask local police to help with a seat check clinic at centers and nursery schools.
- Hold a "Fun and Fitness Day" at the school. Cordon off an area for buckle up movies. Have Vince and Larry, the crash test dummies, make a guest appearance.
- Involve the School Safety Patrol in the local Memorial Day parade. Develop a safety belt theme for the float. Use the opportunity to conduct a safety belt pledge "challenge" among the patrols in your town, or present a challenge for schools in the district.
- Have a safety belt message balloon launch. Children can get individuals to sponsor balloons and see which message travels the farthest.
- Add a buckle up message to Project Graduation or Safe Prom campaigns. Provide copies of NHTSA's publication, "Taking the Lead," to student leaders. It is a handbook for high school leaders on how to conduct traffic safety activities.
- Challenge high schools and colleges to increase belt use to at least 70 percent by a certain date. When they succeed, be sure to submit an application for the 70% Plus Honor Roll.

## ASSOCIATION AND CIVIC GROUP PROGRAMS

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Civic groups are key supporters of community programs. Their unique experience and commitment to improving the community makes them a valuable ally. Civic groups understand the community and what matters to people. They have a built-in interest in any program that will improve the welfare of citizens.

### *Support Source*

Community service organizations and associations are often untapped sources of support for safety belt use programs. Where legislative matters are concerned, some groups (depending upon their tax-exempt status) may be able to lobby for passage of new laws and the improvement of existing laws. Many of these groups are experienced in public fund-raising and are capable of providing expertise and/or volunteer support to raise funds for specific items, such as exhibit displays, child safety seats, incentive awards and public service announcements. In larger communities, associations and civic groups may have a budget large enough to donate money or equipment.

Such groups also have personnel interested and willing to work on worthwhile projects as part of their volunteer involvement. When planning events, be creative by involving representatives of civic groups and associations in the early stages of program and activity development and have them "buy into" your project.

### *Work With Law Enforcement*

Law enforcement officials need the leadership of associations and civic groups to demonstrate public support for effective enforcement of safety belt and child safety seat laws. Ask these groups to speak up for enforcement of the laws to protect children and the need for adults to buckle up, too. Involve these powerful allies in the new "Operation Buckle Down" program. Use that support to expand public understanding of the need and benefits of active law enforcement.

## ASSOCIATION AND CIVIC GROUP PROGRAMS

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### *Ideas to Try*

- Find out if there is a Safe Kids coalition in your community. Discover what they are doing to create interest in preventing childhood trauma.
- Contact the American Red Cross, religious groups, social groups, youth groups, automobile clubs, Lamaze instructors, chapters of Kiwanis, Elks, etc. Many already have safety programs in place within their organization and are receptive to new efforts.
- Encourage local groups to deliver editorials on safety belt use on TV and radio stations.
- Coordinate a community effort of distributing ribbons of a specific color to tie on vehicle antennas as a reminder to buckle up. Survivors of crashes who were saved because of using belts and/or air bags can be featured tying the ribbons on antennas.
- Contact the area associations for police, firefighters and rescue crews to help deliver a safety belt message. Their members are often the first on the scene of a crash and can relate poignant stories of lives saved or lost because safety belts and air bags made the difference. They are also great people to use for Vince and Larry presentations and other support.
- Enlist the support of the Welcome Wagon in the community in providing safety belt information in their packets. If Spanish or other languages would be more helpful, obtain appropriate material by contacting some of the sources identified in NHTSA's Spanish Language Resource Listing found in the **Facts and Resources** section of this Idea Sampler.
- Involve civic and community groups in providing support (financial and other) for promoting occupant and other traffic safety issues. Join forces to get the job done!

## HEALTH AND MEDICAL PROGRAMS

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### *History of Leadership*

The medical community has long supported occupant protection issues. A precedent of involvement was established with the first child safety seat law in Tennessee. Pediatricians became determined to reduce the deaths and injuries caused by motor vehicle crashes. They worked with legislators to enact a child safety seat law, and have continued their involvement in other occupant protection and traffic safety issues.

Physicians are viewed as authorities on health and safety. Elicit their support in delivering the powerful message that many lives could be saved with the use of child safety seats, safety belts and automatic crash protection systems, such as air bags. Real-life stories have human interest appeal, and members of the medical community are especially effective in communicating poignant and powerful messages. Physicians can be extremely helpful in promoting the new law enforcement initiative "Operation Buckle Down."

### *Training Physicians*

A new training course for physicians has been developed by the American Academy of Family Physicians (AAFP). Entitled, "Prevention of Motor Vehicle Trauma: A Continuing Medical Education Course," it trains physicians to be traffic safety leaders in their community. Contact the American Academy of Family Physicians at 1-800-274-2237 or 816-333-9700 for further information.

A "Car Seat Advocacy Kit" has been created by the American Academy of Pediatrics. It provides materials to facilitate the involvement of pediatricians in the promotion of child safety in their communities. Included in each kit are 1) materials for patient education, 2) tools for encouraging local hospitals to adopt newborn discharge policies, and 3) tools for encouraging local police to enhance their enforcement of child passenger safety laws. Contact the American Academy of Pediatrics at 708-981-7933 for further information.

## HEALTH AND MEDICAL PROGRAMS

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### *Ideas to Try*

- Solicit the support and help of hospitals, medical centers, health insurance programs, medical professionals and emergency medical service programs. Provide information to these groups on how to conduct a public information and education campaign on occupant protection. Have them enclose safety belt information with their May billings.
- Program a "Now comes the dangerous part: Buckle Up" message on all printouts given at hospital parking lots. Display buckle up message posters and/or door mats at hospital/clinic entrances, elevator stops.
- Show buckle up message videos in waiting areas for clinic patients, childbirth classes, pediatric floors, etc. Distribute pamphlets on occupant protection subjects.
- Show a child safety seat film (see **Facts and Resources** section) to parents at Women, Infants and Children (WIC) pickups. Discuss correct child safety seat use. Distribute information brochures, stickers, reminders.
- Arrange for a child safety seat loaner program to be administered through hospitals to low income families. Local clubs and businesses can assist in defraying the cost.
- Ambulance service companies can promote safety belt use in their communities. When soliciting for funding, they can promote their public service community involvement.
- Contact medical insurance/health plan officials about offering incentives to their subscribers who use safety belts, have automatic belts systems and/or air bags in their vehicles, use safety seats for their children, wear motorcycle helmets, etc. Reimbursement for the deductible part of their insurance is one such incentive.
- Ask pharmacies to include safety belt messages in their advertisements. Provide information on items they can include.

## FACTS AND RESOURCES

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Included in this section are current occupant protection fact sheets and resources available to make your **Buckle Up America! Week** the best ever!

These references include the following:

- 1990 Memorial Day Holiday Weekend Data (FARS)
- Occupant Protection Fact Sheet
- Child Safety Seat Fact Sheet
- 19-City Occupant Protection Trends
- Safety Belt Use Legislative Activity
- Child Passenger Protection Laws
- Speed Fact Sheet
- Drunk Driving Fact Sheet
- Resources for Occupant Protection Programs
- Governors' Highway Safety Representatives
- NHTSA Regional Offices

All fact sheets may be duplicated for distribution. In many cases, only one address or telephone number is listed for a particular distributor or a resource item.

## FACTS AND RESOURCES

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### MEMORIAL DAY HOLIDAY WEEKEND DATA

The National Safety Council projects that there will be 350-450 traffic fatalities over the 1991 Memorial Day holiday weekend.

### FATAL ACCIDENT REPORTING SYSTEM (FARS) 1990

FARS data are based on traffic accident and fatality information reported by each state. The fatalities shown include traffic deaths that were a result of a traffic accident occurring over the 1990 Memorial Day holiday weekend.

*Please Note*

Due to the early printing of the 1991 **Buckle Up America! Week** Idea Sampler, it is impossible to include finalized FARS data, as its data base does not close until 1/31/91. FARS data will be sent out separately to the offices of the Governors' Representatives for Highway Safety and State Police after the above date. It is recommended that you contact these offices prior to May for the most current FARS data.

## 1990 FATAL ACCIDENTS

STATE	NO. OF ACCIDENTS	NO. OF FATALS	OCCUPANT FATALITIES			
			TOTAL	NO RESTRAINT USED	RESTRAINT USED	UNKNOWN IF USED
<b>TOTAL</b>	<b>337</b>	<b>421</b>	<b>351</b>	<b>252</b>	<b>65</b>	<b>34</b>
ALABAMA	10	13	11	9	1	1
ARIZONA	10	13	12	8	3	1
ARKANSAS	1	1	1	1	--	--
CALIFORNIA	44	48	37	22	13	2
COLORADO	5	7	7	7	--	--
CONNECTICUT	5	6	4	--	1	3
FLORIDA	16	22	15	10	5	--
GEORGIA	19	22	15	13	1	1
HAWAII	1	2	2	2	--	--
IDAHO	1	1	1	1	--	--
ILLINOIS	13	19	13	3	2	8
INDIANA	12	13	10	8	1	1
IOWA	3	6	6	5	1	--
KANSAS	2	5	5	3	2	--
KENTUCKY	3	3	3	3	--	--
LOUISIANA	3	6	6	6	--	--
MAINE	1	1	1	1	--	--
MARYLAND	5	5	4	4	--	--
MASSACHUSETTS	3	3	3	2	--	1
MICHIGAN	12	13	11	7	3	1
MINNESOTA	3	3	3	2	--	1
MISSISSIPPI	6	11	8	8	--	--
MISSOURI	13	18	16	9	4	3
NEBRASKA	2	2	2	1	--	1
NEVADA	3	4	4	4	--	--
NEW JERSEY	8	9	4	4	--	--
NEW MEXICO	6	6	6	4	2	--
NEW YORK	12	14	12	9	2	1
NO. CAROLINA	11	16	16	10	3	3
NO. DAKOTA	1	4	4	4	--	--
OHIO	2	2	2	2	--	--
OKLAHOMA	7	9	7	5	2	--
OREGON	3	5	5	2	2	1
PENNSYLVANIA	10	10	7	5	2	--
SO. CAROLINA	9	11	11	10	--	1
SO. DAKOTA	1	2	1	1	--	--
TENNESSEE	7	7	5	4	1	--
TEXAS	33	40	33	26	5	2
UTAH	2	3	3	3	--	--
VERMONT	1	1	1	1	--	--
VIRGINIA	9	12	12	10	2	--
WASHINGTON	5	5	5	1	2	2
WEST VIRGINIA	5	5	4	3	1	--
WISCONSIN	7	11	11	8	3	--
WYOMING	2	2	2	1	1	--

-- = Data not available

Includes all vehicles, excluding motorcycles, during Memorial Day weekend May 25, 1990 (beginning 6 p.m.) through May 28, 1990 (ending 5:59 a.m.).

## FACTS AND RESOURCES

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### OCCUPANT PROTECTION FACTS NATIONAL CENTER FOR STATISTICS AND ANALYSIS

1990

#### Safety Belt Use Laws

DOT's July 1984 rulemaking on automatic occupant protection began a wave of legislative action that has resulted in the enactment of safety belt use laws in many states. Currently, 37 states and the District of Columbia have belt laws in effect.

The goal of these laws is to promote belt use and thereby reduce deaths and injuries in motor vehicle crashes. This fact sheet presents information on how safety belt use laws have improved the safety of motorists.

- Numerous research studies indicate that, when used, lap and shoulder safety belts reduce the risk of fatal or serious occupant injury by between 40 and 55 percent.
- Currently, reported safety belt use in states with use laws in effect averages from 80 percent to 33 percent. Use rates vary widely, from state to state, reflecting factors such as differences in public attitudes, enforcement practices, legal provisions, and public information and education programs.
- The implementation of belt use laws has been estimated to reduce fatalities by seven percent.

#### Safety Belt Use

NHTSA measures national belt use by conducting observational surveys in 19 cities. The data from these surveys indicate belt use has increased from 11 percent in 1982 to 47 percent in 1989. (See Figure 1)\*

- Among cities without belt laws in effect in this survey, belt use was 36 percent in 1989.
- Among cities with belt laws in effect in this survey, belt use was 52 percent in 1989.

\* Final 1990 figures indicate 49 percent belt use.

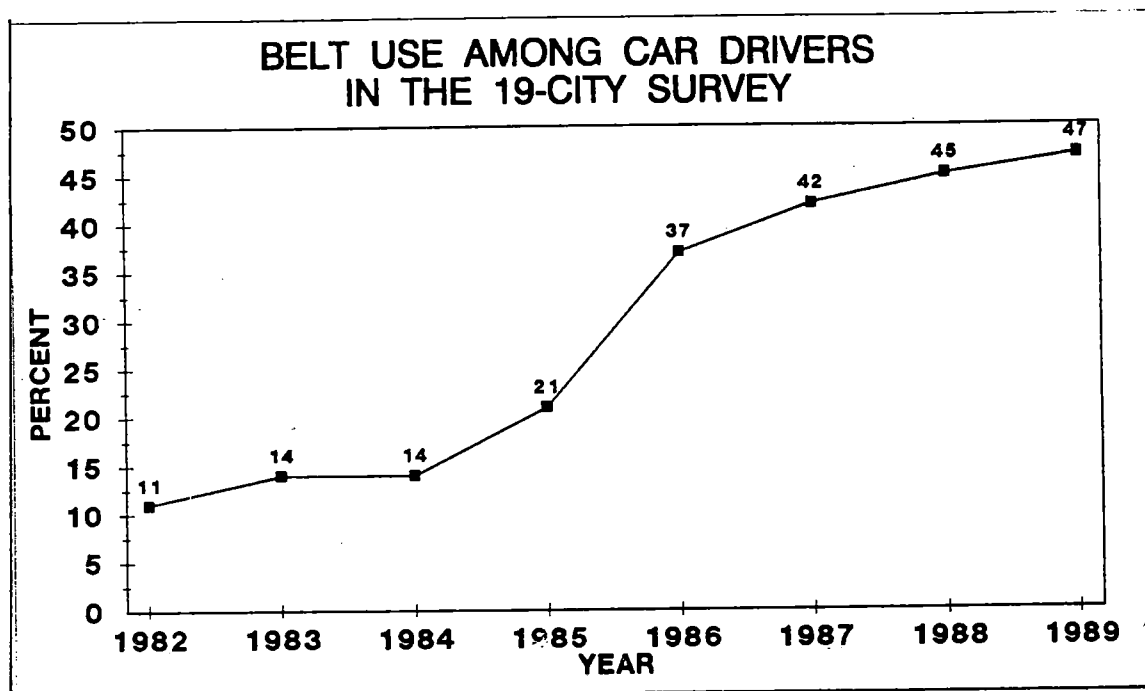


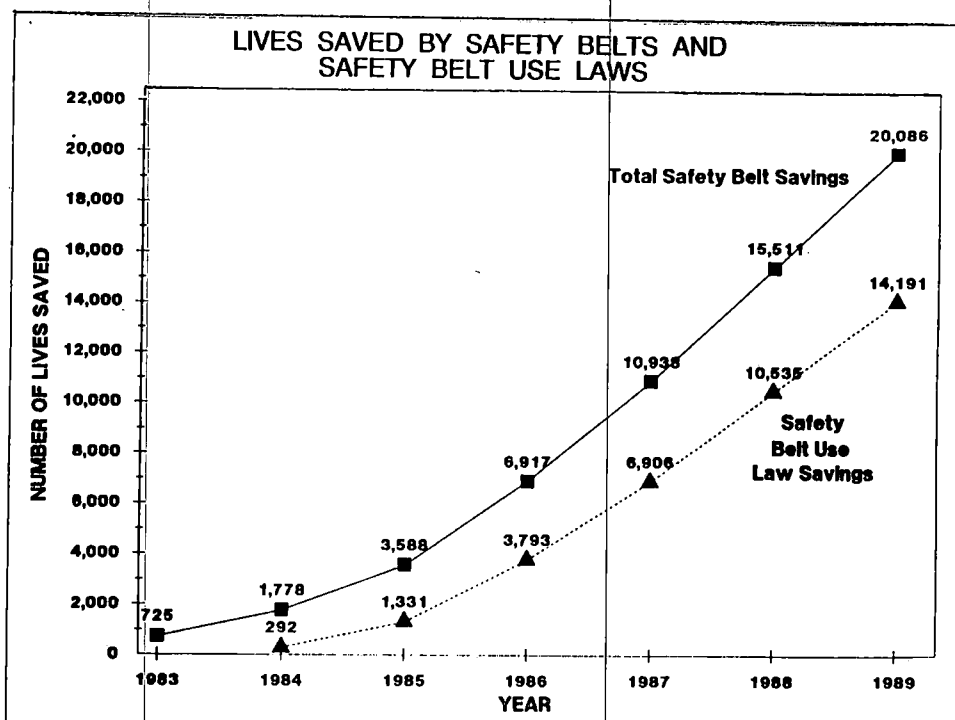
FIGURE 1

### Safety Belt and Belt Law Benefits

- Among front-seat passenger vehicle occupants over four years old, safety belts saved about 4,575 lives in 1989 -- 3,656 associated with belt use.
- Among front-seat passenger vehicle occupants, safety belts prevented about 119,100 moderate to critical injuries in 1989 -- 95,200 associated with belt use laws.
- From 1983 through 1989, an estimated 20,086 lives were saved by safety belts -- 14,191 of which were associated with belt use laws. (See Figure 2)
- During the same seven years, belts prevented an estimated 523,100 moderate to critical injuries, 369,600 of which were associated with belt use laws.

## FACTS AND RESOURCES

- At the current use level in belt law states (52 percent), belts would have saved 5,540 lives nationally if all states had belt laws in 1989.
- At the high use levels achieved in some other countries (85 percent), belts could have saved 11,908 lives in 1989.
- If all front-seat occupants wore safety belts, 15,535 lives would have been saved in 1989.



**FIGURE 2**

### CHILD PASSENGER SAFETY FACT SHEET -- 1990

#### Laws

- All 50 states, D.C., Puerto Rico and Guam have child passenger safety laws, as compared to 1979 when only Tennessee had such a law.
- Safety belt use laws for the general public are in effect in 37 states, D.C., Puerto Rico and Guam.
- An additional 17 states have upgraded their child passenger safety laws by raising the age limit covered by the law, some beyond the 12th birthday.

#### Effectiveness

- Correctly used child safety seats in passenger vehicles are:
  - 71 percent effective in preventing fatalities
  - 67 percent effective in reducing the need for hospitalization
  - 50 percent effective in preventing minor injury

#### Injuries Prevented and Lives Saved

- Among children four and under, child safety seats prevented about 28,000 injuries in 1989.
- With 100 percent correct use, child safety seats could prevent about 53,000 injuries.
- Among children four and under, child safety seats saved about 200 lives in 1989.
- With 100 percent correct use, child safety seats could save about 500 lives per year.
- Child safety seat use (correct and incorrect) among children four and under in NHTSA's observational survey in 19 cities was 83 percent during the first part of 1990 and 81 percent for 1989.

#### Correct Use of Safety Seats

- Seats must be used correctly to obtain their lifesaving benefits. Based on a NHTSA study conducted in 1988, overall misuse of all occupied safety seats was about 33 percent.
- However, the correct use rate has been increasing due to improved seat design, better instructions by the manufacturers, and education to prevent misuse.
- The most common misuse errors are related to:
  - improper routing of the vehicle's safety belt to anchor the seat
  - infant seats facing forward rather than rearward
  - seat harnesses or shields fastened incorrectly

## FACTS AND RESOURCES

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### Helpful Hints

- Adults cannot hold onto a child, even in a minor crash. The child is torn from the adult's arms -- even if the adult is buckled up. An unbelted adult can crush the child against the dashboard because of the force of the crash. This further contributes to the child's injuries.
- Read the instructions that come with the seat carefully before installing it. Incorrect installation or misuse will reduce protection substantially.
- Safety seats must always be anchored to the vehicle with the lap belt **exactly** as specified by the manufacturer. Read the vehicle owner's manual for detailed instructions on correct installation of child safety seats in your vehicle.
- Never use plastic feeder stands, car beds, pillows or cushions that are not certified for use in cars. Certified seats have a label stating that they meet Federal safety standards.
- The safest place for a child is in the rear seat of a car, correctly buckled into a child safety seat.
- Not all models of seats fit all vehicles. Shop for one that is easy for you to install and use. Try your child in it, and then try the seat in your car. Buy only the type of seat that you will use.
- Do not install a child safety seat in a seating position that has automatic safety belts, unless the vehicle owner's manual provides specific instructions on how to do so.
- Shoulder-only automatic belts are designed to protect adults. In a car equipped with shoulder-only automatic belts in the front, older children should sit in the rear and use a lap/shoulder belt or lap belt. Some cars with automatic belts also allow for manual lap belt installation (check the vehicle owner's manual).
- Air bags do not take the place of child safety seats or safety belts. Refer to the vehicle owner's manual before installing a child safety seat in the front seat of a vehicle that has a passenger side air bag.
- A child safety seat that has once protected a child in a crash should be replaced.
- Send the child safety seat manufacturer a postcard marked "Child Safety Seat Registration" with your name, address and the model number and production date of your child safety seat. This will allow the manufacturer to contact you if the seat is ever recalled.
- For the best protection, use the safety seat only for the duration of one child's growth through early childhood.
- Call NHTSA's toll free Hotline at 1-800-424-9393 to check for recalls or other information on making certain that you are using the seat correctly.

## OCCUPANT PROTECTION TRENDS IN 19 CITIES

October 1990



This semi-annual report describes trends in the use of occupant protection devices in 19 cities since 1983. Observers obtained the current figures during the months of January through March and July through September 1990.

Figure 1 shows trends in observed driver safety belt use. The use rates for cities with and without belt use laws are also shown. Based on the observation of 84,022 drivers, safety belt use in 1990 increased 3 percent to 49 percent when compared with 1989. Safety belt use in cities under belt use laws was up 4 percent to 54 percent and belt use in cities not under belt use laws was up 3 percent to 36 percent. Table 1 contains driver safety belt use by city for 1990.

Figure 2 displays child safety seat use for infants and toddlers (toddler use includes both toddler seat and booster seat use) in 1990. Infant seat use was up 2 percent to 83 percent (n=1,382) when compared with 1989 figures. Toddler seat use increased 4 percent from 81 percent to 85 percent (n=11,601).

Figure 3 shows helmet use by drivers of motorcycles. Based on the observation of 9,324 motorcycle drivers, helmet use increased from 57 percent in 1989 to 60 percent in 1990. Helmet use decreased from 100 percent to 96 percent in cities under motorcycle helmet laws and it decreased 6 percent to 36 percent in cities not under motorcycle helmet laws. As of June 1990, when Washington's motorcycle helmet law went into effect, ten cities are in states with helmet use laws.

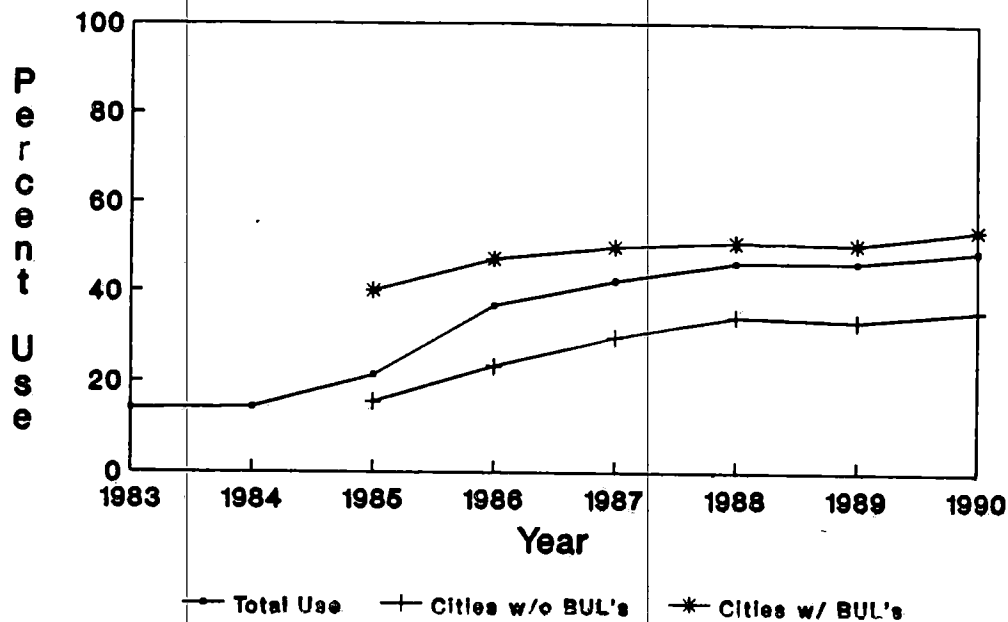


FIGURE 1 - DRIVER SAFETY BELT USE

TABLE 1 - DRIVER SAFETY BELT USE RATES  
(1990)

<u>City</u>	<u>Percent</u>
*Atlanta	47
*Baltimore	58
Birmingham	32
Boston	33
*Chicago	40
*Dallas	66
Fargo/Moorhead	37
*Houston	63
*Los Angeles	56
*Miami	49
*Minneapolis/St. Paul	59
*New Orleans	44
*New York	39
Phoenix	49
*Pittsburgh	45
Providence	27
*San Diego	62
*San Francisco	62
*Seattle	59
Total (19 Cities)	49
Total with BUL's	54
Total without BUL's	36

\* Safety belt use law in effect

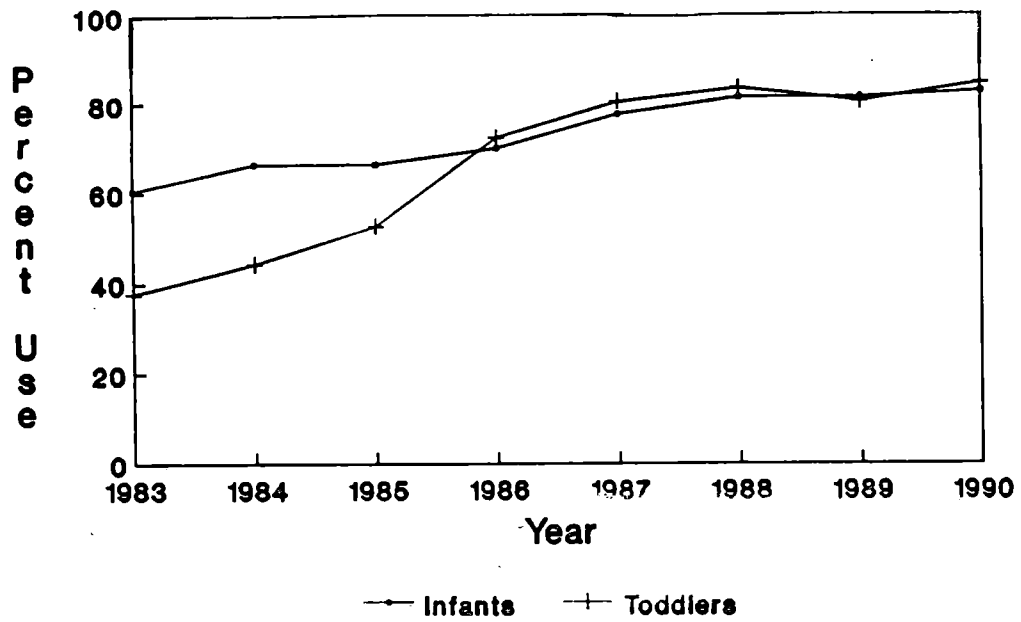


FIGURE 2 - CHILD SAFETY SEAT USE

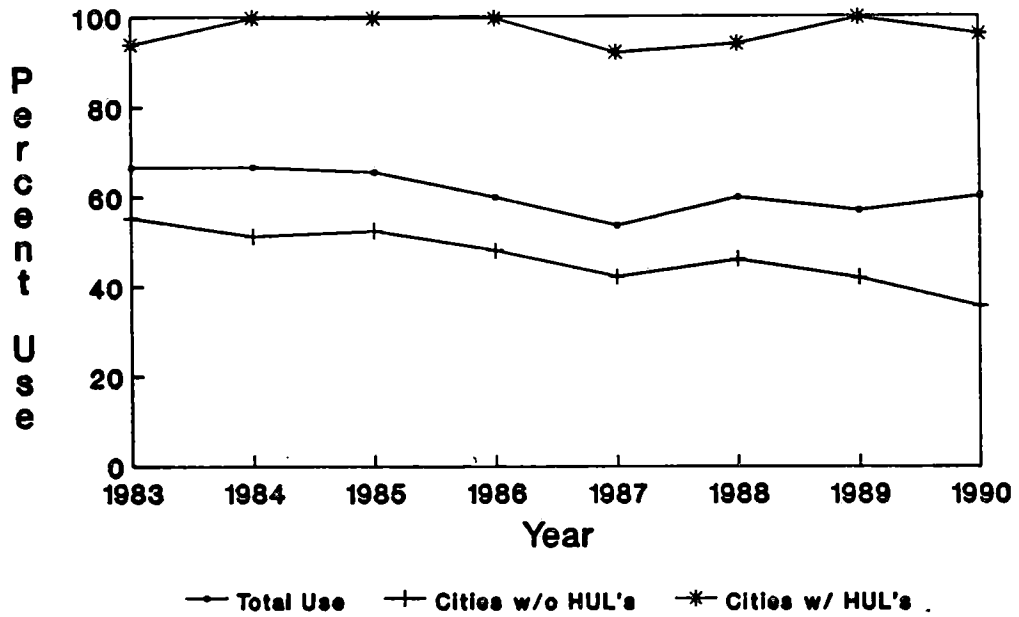


FIGURE 3 - MOTORCYCLE HELMET USE

**SAFETY BELT USE LEGISLATIVE ACTIVITY**

11/08/90  
NTS-01

STATE	SIGNED	EFFECTIVE	FINES AFTER	1990 LEGISLATIVE STATUS
ALABAMA				Use - Did not pass
ALASKA	6/14/90	9/12/90	*	Use - Enacted
ARIZONA	5/23/90	1/1/91	*	Use - Enacted
ARKANSAS				No regular session
CALIFORNIA	10/1/85	1/1/86	*	
COLORADO	5/7/87	7/7/87	*	
CONNECTICUT	6/27/85	1/1/86	1/31/86	
DELAWARE				Use & Referendum - Did not pass
DIST. OF COLUMBIA	10/22/85	12/12/85	6/12/86	
FLORIDA	6/2/86	7/1/86	1/1/87	
GEORGIA	2/19/88	9/1/88	*	
HAWAII	6/5/85	12/16/85	*	
IDAHO	4/4/86	7/1/86	*	
ILLINOIS	1/8/85	7/1/85	*	
INDIANA	4/17/85	7/1/87	*	
IOWA	2/20/86	7/1/86	1/1/87	Repeal - Did not pass
KANSAS	5/1/86	7/1/86	7/1/87	Use - Did not pass
KENTUCKY				
LOUISIANA	7/10/85	7/1/86	8/1/86	
MAINE				
MARYLAND	5/13/86	7/1/86	*	
MASSACHUSETTS	10/22/85	(1/1/86 to 12/4/86)**		Use - In Committee
MICHIGAN	3/8/85	7/1/85	*	
MINNESOTA	2/24/86	8/1/86	5/1/88	
MISSISSIPPI	3/20/90	3/20/90	No fine	Use - Enacted
MISSOURI	3/5/85	9/28/85	7/1/87	
MONTANA	4/9/87	10/1/87	1/1/88	No regular session
NEBRASKA	6/5/85	(9/6/85 to 11/30/86)**		
NEVADA	6/15/87	7/1/87	*	No regular session
NEW HAMPSHIRE				
NEW JERSEY	11/8/84	3/1/85	*	
NEW MEXICO	4/2/85	1/1/86	*	
NEW YORK	7/12/84	12/1/84	1/1/85	Repeal/Ref - Did not pass
NORTH CAROLINA	5/23/85	10/1/85	1/1/87	
NORTH DAKOTA	4/11/89	#		No regular session
OHIO	2/4/86	5/6/86	7/4/86	
OKLAHOMA	6/4/85	2/1/87	*	Repeal/referendum - Did not pass
OREGON	6/26/87***	12/6/90	*	No Reg. Sess./Use Initiative passed
PENNSYLVANIA	11/23/87	11/23/87	3/23/88	
RHODE ISLAND				Use - Did not pass
SOUTH CAROLINA	--	7/1/89	1/1/90	Use - Did not pass
SOUTH DAKOTA				
TENNESSEE	4/21/86	4/21/86	1/1/87	
TEXAS	6/16/85	9/1/85	12/1/85	(No regular session)
UTAH	3/18/86	4/28/86	10/28/86	
VERMONT				Use - Did not pass
VIRGINIA	3/27/87	1/1/88	*	
WASHINGTON	3/31/86	6/11/86	1/1/87	
WEST VIRGINIA				Use - Did not pass
WISCONSIN	11/27/87	12/1/87	*	Repeal - Did not pass
WYOMING	3/14/89	6/8/89	*	

\* Fine imposed on effective date

Use Bills Pending . . . . . 1

\*\* Repealed by referendum 11/86

Use Laws Enacted in '90 . . . . . 4  
Use Laws Enacted from '84 to '89 . . . . . 37 + DC

\*\*\* Failed by referendum 11/88  
Approved Nov.90 Election

Use Laws Repealed '86 to '89 . . . . . -3  
Use Laws Failed '86 to '89 . . . . . -1

# Repealed by referendum 12/89

Total States with Use Laws . . . . . 37 + DC

## SAFETY BELT USE LEGISLATIVE ACTIVITY (Continued)

	SIGNED	EFFECTIVE	FINES AFTER	1990 LEGISLATIVE STATUS
COMMONWEALTH OF PUERTO RICO	5/30/73	1/1/74	*	

\* Fine imposed on effective date

### SUMMARY OF CURRENT STATE LEGISLATIVE ACTIVITY

The following are highlights of the 10/26/90 edition of the 1990 State Safety Belt Use Legislative activity:

- o Forty-four States will meet in regular session for 1990. Six States will not convene in the 1990 session: Arkansas, Montana, North Dakota, Nevada, Oregon, and Texas.
- o Thus far in 1990, the state of Massachusetts is still under consideration to enact a safety belt use law. Oregon's Initiative for a safety belt use law is on the November 1990 ballot.
- o Alabama, Delaware, Kentucky, Rhode Island, South Dakota, Vermont, and West Virginia introduced bills, but they failed to pass.
- o Alaska, Arizona, and Mississippi introduced safety belt use bills and they passed.  
Total States with safety belt use laws currently in effect is 36 plus D.C.
- o New York's bills to repeal the safety belt use law has failed to pass the 1990 session.
- o Since 1986 a total of three States have repealed their safety belt use laws: Massachusetts, Nebraska, and North Dakota. Oregon's law failed by referendum.

Additional information will be made available as changes occur.  
Contact Millie Segarra, (202) 366-2672, NTS-01.

# CHILD PASSENGER PROTECTION LAWS

STATE	ORIGINAL YEAR ENACTED	ORIGINAL EFFECTIVE DATE	RESTRAINT REQUIREMENT AGE	SAFETY SEAT REQUIRED	MAY SUBSTITUTE SAFETY BELTS	SAFETY BELT REQUIRED	PENALTY(3)
Alabama	1982	7/82	Under 6	Under 6	Either 4 or 5		\$10
Alaska*	1984	6/85	Under 16	Under 4	4 thru 15	**	2 pts., to \$50
Arizona* 1	1983	8/83	Thru 4 (2)	Thru 4 (2)	No	**	\$50
Arkansas	1983	8/83	Under 5	Under 3	Between 3 & 5		\$10-\$25
California*	1982	1/83	Under 4(2)	Under 4(2)	No	**	\$100
Colorado	1983	1/84	Under 4(2)	Under 4(2)	No	**	\$25
Connecticut	1982	5/82	Under 4	Under 4	Between 1 & 4 in rear seat	**	\$25-\$100
Delaware 1	1982	6/82	Under 4	Under 4	No		\$25
Dist. of Col.	1982	7/83	Under 6	Under 3	Between 3 & 6	**	\$25
Florida*	1982	7/83	Under 6	Under 4	Between 4 & 6	**	\$15
Georgia*	1983	7/84	Under 5	Under 3	Between 3 & 5	**	\$25
Hawaii	1983	7/83	Under 4	Under 3	Between 3 & 4	**	\$100 maximum
Idaho 1	1984	1/85	Under 4(2)	Under 4(2)	No	**	\$100 maximum
Illinois*	1982	7/83	Under 6	Under 4	Between 4 & 6	**	\$25-\$50
Indiana	1983	1/84	Under 5	Under 3	Between 3 & 5	**	\$50-\$500
Iowa*	1984	1/85	Under 6	Under 3	Between 3 & 6	**	\$10
Kansas*	1981	1/82	Under 15	Under 4(4)	Between 4 & 13	**	\$10
Kentucky* 1	1982	7/82	Under 40"	Under 40"	No		\$50
Louisiana	1984	9/84	Under 5	Under 5	Between 3 & 5 in rear seat	**	\$25-\$50
Maine*	1983	9/83	Under 16	Thru 4	Between 1 & 4	4 thru 15	\$25-\$50
Maryland	1983	1/84	Under 5	Under 3	Between 3 & 5	**	\$25-\$50
Massachusetts*	1981	1/82	Thru 12	Under 5	Under 5	5 thru 12	\$25
Michigan*	1981	4/82	Thru 15	Thru 4	1 thru 4 in rear seat	**	\$10
Minnesota*	1982	8/83	Under 11	Under 4	4 thru 10 in rear seat	**	\$25
Mississippi	1983	7/83	Under 2	Under 2	No	**	\$25
Missouri	1983	1/84	Under 4	Under 4	Under 4 in rear seat	**	\$25
Montana* 1	1983	1/84	Under 4(2)	Under 2	Between 2 & 4	**	\$10-\$25
Nebraska*	1983	8/83	Under 5(2)	Under 4(2)	No		\$25
Nevada	1983	7/83	Under 5	Under 5	Under 5 in rear seat	**	\$35-\$100
New Hampshire*	1983	7/83	Under 12	Under 12	Under 5		\$30
New Jersey*	1983	4/83	Under 5	Under 5	Between 1 1/2 & 5 in rear seat	**	\$10-\$25
New Mexico*	1983	6/83	Under 11	Under 5	Between 1 & 5 in rear seat	5 thru 10**	\$50
New York*	1981	4/82	Under 10	Under 4	Between 4 & 10 in rear seat	4 thru 9 **	\$25
North Carolina*	1981	7/82	Under 6	Under 3	Between 3 & 6	**	\$25
North Dakota*	1983	1/84	Thru 5	Under 3	3 thru 5		\$20
Ohio	1982	3/83	Under 4(2)	Under 4(2)	Between 1 & 4	**	\$10
Oklahoma*	1983	11/83	Under 5	Under 4	Under 4 in rear	**	\$25 maximum
Oregon*	1983	1/84	Under 16	Under 1	Between 1 & 5	5 thru 15	\$50 maximum
Pennsylvania*	1983	1/84	Under 4	Under 4	Between 1 & 4 in rear seat	**	\$25
Rhode Island*	1980	7/80	Thru 12	Thru 3	No	4 thru 12	\$10
South Carolina*	1983	7/83	Under 6	Under 4	Between 1 & 6 in rear seat	**	\$25
South Dakota*	1984	7/84	Under 5	Under 2	Between 2 & 5		\$20
Tennessee*	1977	1/78	Under 4	Under 4	No	**	\$25-\$50
Texas	1984	10/84	Under 4	Under 2	Between 2 & 4	**	\$25-\$50
Utah*	1984	7/84	Under 8	Under 2	Between 2 & 8	**	\$20
Vermont*	1984	7/84	Thru 12	Under 5	Between 1 & 5 in rear seat		\$25
Virginia*	1982	1/83	Under 4	Under 3	Between 3 & 4	**	\$25
Washington 1	1983	1/84	Under 5	Under 1	Between 1 & 5	**	\$30
West Virginia*	1981	7/81	Under 9	Under 3	Between 3 & 5	5 thru 8	\$10-\$20
Wisconsin*	1982	11/82	Under 4	Under 2	Between 2 & 4	**	\$10-\$200
Wyoming	1985	4/85	Under 3(2)	Under 3(2)	No	**	\$25
Puerto Rico	1988	1/89	under 4	under 4	over 40 pounds	**	\$10

NOTES:

- 1 Law applies only to parents and legal guardians
- (2) Or less than 40 pound
- (3) Most states waive fines upon proof of safety seat acquisition
- (4) Kansas law applies only to children riding in front seat
- \* States which have upgraded laws since original enactment
- \*\* Covered by State Safety Belt Laws

### SPEED FACT SHEET

Speed is the one factor that intensifies every physical force involved in a crash. The hazards of a bend in the road, mechanical difficulties, or reacting to the unsafe operation of an oncoming vehicle become life-threatening at high speeds.

#### FACTS

- The Boston University School of Public Health revealed in a recent report that fatal crashes in Massachusetts involving speeding drivers increased 25 percent between 1983 and 1987. When adjusted for miles travelled, the number of fatal crashes related to speeding had still increased 12 percent.
- A 1989 Missouri study identified speed as a contributing factor in over 42 percent of the state's fatal traffic crashes.
- The Massachusetts State Police conducted a study which showed that speeding was involved in 60 percent of all reconstructed crashes.
- Information compiled from the Fatal Accident Reporting System (FARS) shows speeding and speed-related violations have contributed to as many as 23 percent of the fatal traffic crashes reported by the police.
- A 1989 Federal Highway Administration report shows as many as 7 out of every 10 drivers exceeded the posted speed limit in some urban areas.
- Current NHTSA data indicate the percent of vehicles exceeding 65 mph on rural Interstate highways has increased from 19.7 percent in 1986 to 44.6 percent in 1989. In the same time period, the percent of vehicles exceeding 75 mph has increased from an estimated 6 percent to 20 percent.
- Chance of death or serious injury, when involved in a crash, doubles with every 10 mph over 50 mph.
- An increase in the speed of a vehicle dramatically increases the degree of crash severity. If the driver of a car increases the speed from 20 mph to 80 mph, the speed goes up by a factor of 4 and the energy of the impact delivered in a collision goes up by a factor of 16.
- Speeding increases the total stopping distance necessary to halt a vehicle.
- NHTSA estimates the annual cost of crashes to be \$74 billion, with \$7.3 billion of this amount directly attributed to speed.

## FACTS AND RESOURCES

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### ALCOHOL-IMPAIRED DRIVING FACT SHEET

The numbers tell the story: Drinking alcohol is a factor in approximately half of all fatal motor vehicle crashes. Even blood alcohol concentrations (BAC) of .05 -- well below the .10 legal standard for intoxication -- affect driver response times and judgment.

#### FACTS

##### The Severity of the Problem

- About two in every five Americans will be involved in an alcohol-related crash at some time in their lives.
- From 1982 through 1989, approximately 189,000 people died in alcohol-related crashes. That's an average of one alcohol-related fatality every 22 minutes.
- Every year, about 534,000 people are injured in alcohol-related crashes. That's an average of one person every minute. About 40,000 of these are serious injuries.
- One out of every three people killed in alcohol-related crashes is not the drinking driver. These people are the victims of the drinking driver.
- Traffic crashes are the greatest single cause of death in people between the ages of 5 and 34. More than half of these fatalities are alcohol-related.
- Drinking is a factor in 27 percent of serious injury crashes and in 8 percent of all property damage crashes.

##### Drinking and Driving Statistics from a Single Year: 1989

- Forty-nine percent of this year's 45,555 traffic fatalities died in alcohol-related crashes.
- Thirty-seven percent of all the drivers who were fatally injured in 1989 were driving drunk.
- In 1989, drinking alcohol was a factor in at least 19,928 fatal crashes, 320,000 injury crashes, and 1.6 million property-damage crashes. The total estimated cost for alcohol-related crashes in that one year was \$10-15 billion.

### RESOURCE MATERIALS FOR OCCUPANT PROTECTION MATERIALS

#### Educational Pieces

*The following items may be obtained by contacting NHTSA, NTS-13, 400 Seventh St., S.W., Washington, D.C. 20590. Unless otherwise noted, up to 50 copies are available free.*

- 1991 Child Passenger Safety Awareness Week Idea Sampler: Buckle Up for Love**, NHTSA, 1990. One copy. 1P879
- Spanish Language Materials Resource Listing**, NHTSA, 1988. Listing of materials available in Spanish throughout the States and Puerto Rico. One copy; reproducible. 1P933
- Child Safety in Your Automobile**, pamphlet, NHTSA, 1985. 1P201
- Car Safety for You and Your Baby**, pamphlet, ACOG, 1989. 1P221
- Protect Your Child with a Child Safety Seat/One-Minute Safety Check-Up**, NHTSA, 1988. 1P305
- Shopping Guide for Child Safety Seats**, NHTSA, 1990. One copy; reproducible. 1P306
- Child Passenger Safety Law Enforcement -- Eight Community Strategies**, NHTSA, 1990. One copy. 1P801
- Child Passenger Safety Advocacy Kit**, includes desk reference guide and video on correct use, NHTSA. Available May 1991. One copy.
- Manufacturers' Instructions for Child Safety Seats**, NHTSA, 1990. One copy available for child safety seat program managers. 1P997
- Consumer Information Sheets: Transporting Your Children Safely (1P317), Automatic Crash Protection (1P322), Proper Use of Safety Belts (1P902), Buckle Up in the Back Seat (1P903)**, NHTSA, 1989. Reproducible.
- Occupant Protection Facts**, National Center for Statistics and Analysis, August 1989. 1P883
- Is 40 Years of a Patient's Life Worth 40 Seconds of Your Time?** NHTSA and AAFP, 1989. 1P916
- Is 40 Years of Your Life Worth 40 Seconds of Your Time?** NHTSA and AAFP, 1989. 1P977
- Protect Yourself Automatically**, pamphlet, NHTSA.
- Facts You Should Know About Air Bags**, pamphlet, NHTSA, 1990. 1P231
- We Love You, Buckle Up! Kit for preschoolers**, NHTSA. One copy. 1P520
- We Love You, Buckle Up! Stickers (35 per sheet)**, NHTSA. Three sheets free. 1Z408
- Vince and Larry Buckle Up America! Stickers**, NHTSA, 1990. 1Z409
- Vince and Larry Game Poster/Teaching Activities**, NHTSA and Instructor Magazine, 1989. One copy. 1P736

## FACTS AND RESOURCES

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**Vince and Larry Buckle Up for Life Club Membership Cards**, NHTSA, 1989. (12 to a sheet; 5 sheets free) 1Z945

**A Safer Way for Everyday Kit for Grades K-3**, NHTSA. One copy. 1P521

**3 Seconds to Safety Kit for Grades 3-6**, NHTSA. One copy. 1P522

**The Car Club Kit for Middle School/Junior High**, NHTSA, 1990. One copy. 1P996

**Taking the Lead: A Handbook for High Schools**, NHTSA, 1989. One copy. 1P537

**Beating the Odds Kit for High School Health Education classes**, NHTSA. One copy. 1P525

**Restrain Yourself Kit for High School Driver Education classes**, NHTSA. One copy. 1P526

**Loss Prevention Through Safety Belt Use: A Handbook for Managers**, NHTSA. One copy. 1P608

**Profit in Safety Belts: An Introduction to An Employer's Program**, NHTSA. One copy. 1P220

**Protect Profits through Loss Prevention**, NHTSA. One copy. 1P233

**The Community and Law Enforcement: Teaming Up to Save Lives**, NHTSA, 1989. 1P942

**How to Plan a Comprehensive Community Occupant Protection Program**, NHTSA, 1989. One copy. 1P604

**Protecting Our Own**, NHTSA, 1990. One copy for child passenger safety advocates. 1P536

**Occupant Protection Systems and Trends for Police Managers**, NHTSA, 1989. One copy. 4P801

**Occupant Protection Systems, Lesson Plans and Instructor's Guide for EMS Personnel**, NHTSA, 1987. One copy. 3P003

*The items below must be ordered from their identified source.*

**NETS (Network of Employers for Traffic Safety) Program Materials** include: "Safety Management Seminar Instructor's Guide"; "Safety Management Seminar Participant's Manual"; "Instructor's Preparation Workshop Instructor's Guide"; "Instructor's Preparation Workshop Participant's Guide"; "Four Seasons Guide for Saving Lives: Highway Safety Ideas for Effective Work Place Programs"; and "NETS Safety Handbook." Available from NETS, Executive Secretary, 1140 Connecticut Avenue, N.W., Suite 804, Washington, D.C. 20036.

**Occupant Protection Training Workshop: Instructor's Guide**. University of North Carolina, Highway Safety Research Center, CB#3430, Chapel Hill, NC 27599-1987.

**Twice a Champion: The Toney Lineberry Story** by Tommy Lineberry, 1988. To order, mail \$9.95 to: Twice a Champion, 581 Nelwood Place, Manakin-Sabot, VA 23103. Toney

## FACTS AND RESOURCES

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Lineberry is also available for presentations to youth and other audiences.

**B.E.L.T. (Buckling Up Extends a Lifetime) Kit for High School.** Entertainment Industries Council, Inc., 1988. Contains a teacher's guide, learning activity sheets, student handout, poster, fact sheets and video. EIC, Inc., 444 Riverside Drive, Suite 203, Burbank, CA 91505.

**How to Protect Your Child from Injury: SAFE KIDS Parent Book, SAFE KIDS,** 1988/89. Available in English and Spanish versions. SAFE KIDS, 111 Michigan Ave., NW, Washington, DC 20010-2970; 202-939-4993.

**SAFE KIDS Children's Magazine, SAFE KIDS,** 1989. See previous listing.

**Counting on You Kit for Grades 4-6.** Traffic Safety Now, Inc., 300 New Center Bldg., Detroit, MI 48202.

**Otto Says Buckle Up, Books 1 & 2, AAA.** Contact your local AAA club safety/public relations office regarding availability.

**Safety Belts for People Who Enjoy Living,** pamphlet. AAA. See above.

**Fragile, Transport Safely!** pamphlet, AAA. See above.

**Flintstone Kids Comic Book,** AAA Foundation for Traffic Safety. Call 202-775-1456.

**Traffic Safety Education Materials Program** (includes wall posters; teacher's guides for Gr. K-3, 4-6, 7-9; Otto the Auto storybook; My Own Safety Story activity booklet for K-3.) Contact local AAA club safety/public relations office regarding availability. Free materials on traffic safety rewritten each year.

**Riding with BuckleBear; Riding with the Big Green Snake; Riding with Ms. Hen Kit; BuckleBear Team Starter Kit for Teachers; BuckleBear Meets Officer Air Bag; BuckleBear Team Doctor's Kit; Story/Activity/Coloring Books; Rules of the Magic Consortium; The "Going Riding" Activity Book; The BuckleBear Team's "Good Passenger" Resource.** For children ages 2-7. Shinn and Associates, Inc., 2853 W. Jolly, Okemos, MI 48864; 517-332-0211. Other traffic safety materials available.

**Baby Seats, Safety Belts, and You!** Bob Brietenbach and Judy Hammond, Transportation Safety Training Center, Virginia Commonwealth University; 804-367-6235.

**Travel Games for Children,** Mary Kinney Branson. Cosco, Inc., 812-372-0141.

**When I Ride in a Car,** Dorothy Chlad, 1983. In English and Spanish, hardback and paperback. National Safety Town Center, P.O. Box 39312, Cleveland, OH 44139; 216-831-7433. Other traffic safety materials available.

### Reports

**Restraint System Use in 19 U.S. Cities, 1989 Annual Report,** NHTSA, DOT-HS-807-595, June 1990.

**Strategies to Increase the Use of Safety Belts by Youngsters,** DOT HS 807 521, March 1989, NHTSA. Research Note also available. Covers ages 5-15. 1P859

**The Challenge of Transporting Children with Special Needs,** Deborah Richards, American

## FACTS AND RESOURCES

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Academy of Pediatrics, Safe Ride News, Spring 1989. Contact AAP, Division of Chapter and Member Services, P.O. Box 927, Elk Grove, IL 60009-0927.

**What Every Premature Baby Needs to Know...Before Riding in the Car**, AAP Safe Ride News, Summer 1990.

**Is Your Child's Car Seat Secure in the Car?**, AAP Safe Ride News, Winter 1990.

**Child Safety Seat Recalls, Safety Notices and Replacement Parts**, AAP Safe Ride News, Summer 1989.

**Outfitting Cars with Rear Seat Lap/Shoulder Belts**, AAP Safe Ride News, Fall 1989.

**Child Safety Seat Misuse Research Note**, Charles J. Kahane, PhD, NHTSA, 1986. 1P309

**Safety Belt Experiences in Four Foreign Countries**, B.J. Campbell, PhD, 1988, AAA Foundation for Traffic Safety.

**Fatality and Injury Reducing Effectiveness of Lap Belts for Back Seat Occupants**, Charles J. Kahane, PhD, NHTSA, 1987. 1P917

### Posters/Other

**Vince and Larry Poster: "Smash Hits,"** NHTSA, P735.

**Vince and Larry Poster: "Why Go Through This?"** NHTSA, P732.

**Safer Than a Mother's Arms Poster**, NHTSA, P706.

**Get it Together Poster**, NHTSA, P712.

**We Love You Buckle Up Poster**, NHTSA, P708.

**These Children are in a Class by Themselves Poster**, ACTS, 919 808 17th St., NW, Suite 260, Washington, D.C., 20006; 202-857-0002. Free. Limited quantities.

**These Officers Met by Accident**, ACTS. See above.

**Fred Flintstone Buckles Up Poster**, AAA. Contact your local AAA club safety/public relations office regarding availability.

**Vince and Larry Coloring Book**, NHTSA, 1P885. May be duplicated.

**Clip Art on Correct Use of Child Safety Seats**, NHTSA, P890.

**Print Ads on Correct Use**, NHTSA. 1P941

**1991 Logo Clip Art for Buckle Up America!**, NHTSA.

**Celebrity Print Ads**, NHTSA, P919.

**Dashboard Decals; Litter Bags**. Contact your local AAA club safety/public relations office regarding availability.

**BuckleBear Handpuppets**, Shinn and Associates, Inc. See above.

**I Buckle Up with BuckleBear Stickers**, Shinn and Associates, Inc. 1000 stickers per roll. Also stickers for "I Buckle Up with the Big Green Snake" and "I Buckle Up with the BuckleBear Team."

**BuckleBear Good Passenger Posters**, set of four 11"x17" posters. Shinn and Associates, Inc.

**BuckleBear Stamp Set, Key Fobs, T-shirts, BuckleBear Suit**, Shinn and Associates, Inc.

### Public Service Announcements (PSAs)

**Vince and Larry PSAs**, 21 spots in 10- to 30-sec each, NHTSA. Available in 3/4" and 1/2" VHS. Please specify format. These PSAs are for live audiences only, not for public broadcasting on the air.

**New Vince and Larry PSAs** are produced each year for broadcast use and may be used on the air for one year from date of issue. Contact NHTSA, Office of Public and Consumer Affairs for information at 202-366-9550.

**Buckle Up Music Video**, TV and radio PSAs and movie theater trailers/PSAs. Various lengths from 5-minutes to 10-sec. Entertainment Industries Council, Inc., 444 Riverside Dr., Suite 203, Burbank, CA 91505.

**Flintstone Kids TV Spot on Proper Seat Belt Use**, TV, to tune of "Dem Bones," AAA Foundation for Traffic Safety.

**Buckle Up with Fred Flintstone**, 30- and 20-sec. TV and radio PSAs, AAA Foundation for Traffic Safety.

**Buckle Up**, 60-sec. radio spot with jingle; AAA Foundation for Traffic Safety.

### Audio-Visuals

**The Winning Combination**, film/video, 8-1/2 min; 1/2" and 3/4" video and 16 mm. Educational film for general audiences on automatic safety belts and air bags. NHTSA, 1988. 1/2"--1A633; 3/4"--1A634; 16mm--1A635

**What's Wrong With This Picture?** Interactive puppet show for children on occupant protection. The Kids on the Block, Inc., 9385-C Gerwig Lane, Columbia, MD 21046; 1-800-368-KIDS or 301-290-9095. Other traffic safety topics available, including going into a vehicle with someone who has been drinking alcohol, pedestrian and bicycle safety, and transporting the disabled .

**Buckle Up and Do It Right**, 1/2" video, 15-min, 1987. Shelness Productions, 19 Church St., Box 326, New Milford, CT 06776; 203-355-0323.

**Don't Risk Your Child's Life: Automotive Safety for Children in the 90s**, 1/2" video, 14 min, 1990. Shelness Productions. See above.

**Air Bags Now**, video, 10-min., 1990. Air bags and safety belts complement each other for maximum protection in car crashes. Contact IIHS, Communications Dept., 1005 N. Glebe Rd., Arlington, VA 22201; 703-247-1500. No charge. Accompanied by the brochure "Air Bags in Cars Now."

**Safety Belts and Air Bags: Two Decades of Progress**, video, 13-min., 1989. Twenty years of IIHS involvement are reviewed. Contact IIHS. See above.

**Children in Crashes**, film/video, Insurance Institute for Highway Safety, Washington, DC.  
**Otto the Auto Says Buckle Up**, film/video. Contact local AAA club safety/public relations office regarding availability.

## FACTS AND RESOURCES

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**If Only....**, film/video, 23-min. The message is "protect your head" when in a motor vehicle, participating in sports, etc. Shows the devastating consequences of irreversible brain damage. Visucom Productions, Inc., 415-364-5566.

**SAFE KIDS Are No Accident Kids Video**, SAFE KIDS, 202-939-4993. Game show format.

**The Forgotten Killer**, National SAFE KIDS Campaign Video, 8-min., 202-939-4993.

**Buckle Up**, 22-min. Celebrity testimonials on safety belt use and a buckle up rock video for youth audiences. EIC, Inc., 444 Riverside Dr., Suite 203, Burbank, CA 91505.

**Safety Belts: For Dummies or for People?; The Game of Your Life**. General Motors/American Medical Association. Teaching videos on safety belts and drunk driving for upper elementary grades and junior high school. Corporate Relations Dept., Rm. #11-157, GM Bldg., Detroit, MI 48202; 313-556-2046. Check school/teacher media center first as a mass distribution of this item was conducted in 1988-89.

**Beltman Kit (Gr. K-6) and Beltwoman Kit (Ages 4-7)**, FLI Learning Systems, Inc., P.O. Box 2233, Princeton, NJ 08540; 609-466-9000.

**Children's Survivors; Event Video**, 10-min., ACTS, Inc., \$3.50 ea.

**Children in Safety Belts**, ACTS, Inc., \$3.50 ea.

**Law Enforcement Video**, ACTS, Inc., \$3.50 ea.

**Fit for Life**, 1/2" VHS and other formats, 4:32 min., ACTS, Inc., 1989. Designed for doctors and medical staff.

**Bring 'Em Back to...Exercise!** 1/2" VHS and other formats, 4:35 min., ACTS, Inc., 1989. Designed for staff at fitness centers.

**Going Riding Video/Kit for Parents**, Shinn and Associates, Inc.

**Getting it Right Parent Training Videos**, Shinn and Associates, Inc.

**BuckleBear Robot**, Shinn and Associates, Inc.

**Traffic Jams Songs for the Car**, Joe Scruggs. Tape cassette of 13 car songs. Educational Graphics Press, P.O. Box 180476, Austin, TX 78718.

**Let's Be Careful Program** tape, coloring book and slide show. National Safety Town Center.

**Buckle Up! Songs for Preschoolers**, Randall Hammel Associates, P.O. Box 531, Alexandria, IN 46001-0531; 317-724-7721.

### Other Resources

*See listing at back of this Idea Sampler for contact information on the Governor's Highway Safety Office for your state and the NHTSA Regional Office.*

**Jim Henson Muppet Traffic Safety Show**. Contact: Jane Howard, 1-800-521-7186 or 313-644-0500 (Michigan only). Traveling ride and exhibit show designed to teach youngsters about staying safe in and around cars. Dates must fit into a travel calendar through 1991.

November 1990

## **GOVERNORS' HIGHWAY SAFETY REPRESENTATIVES**

In each State there is an Office of Highway Safety headed by a Highway Safety Representative appointed by the Governor. The Governor's Highway Safety Representative manages the State/Federal Highway Safety Grant Program that funds a wide variety of programs aimed at reducing fatalities and injuries on the nation's highways. Each Governor's Representative can provide materials and information about particular State projects and programs designed to accomplish this goal and about special activities.

### **ALABAMA**

Governor's Highway Safety Representative  
AL Department of Economic & Community  
Affairs  
P.O. Box 2939 (Mail address)  
3465 Norman Bridge Road  
Montgomery, AL 36105-0939  
(205) 261-3572

### **ALASKA**

Governor's Highway Safety Representative  
Highway Safety Planning Agency  
Department of Public Safety  
P.O. Box N  
450 Whittier Street  
Juneau, AK 99811  
(907) 465-4300

### **AMERICAN SAMOA**

Governor's Highway Safety Representative  
American Samoa Government  
P.O. Box 1086  
Pago Pago, American Samoa 96799  
(684) 633-1111  
(Through International Operator)

### **ARIZONA**

Governor's Highway Safety Representative  
Office of Highway Safety  
3010 N. Second Street, Suite 105  
Phoenix, AZ 85012  
(602) 255-3216

### **ARKANSAS**

Governor's Highway Safety Representative  
Arkansas Highway and Transportation  
Department  
P.O. Box 2261  
Little Rock, AR 72203  
(501) 569-2211

### **CALIFORNIA**

Governor's Highway Safety Representative  
Office of Traffic Safety  
Business, Housing and Transportation  
Agency  
7000 Franklin Boulevard, Suite 330  
Sacramento, CA 95823  
(916) 445-0527

### **COLORADO**

Governor's Highway Safety Representative  
Director, Division of Highway Safety  
4201 East Arkansas Avenue  
Denver, CO 80222  
(303) 757-9452

### **CONNECTICUT**

Governor's Highway Safety Representative  
Department of Transportation  
Bureau of Highways  
24 Wolcott Hill Road  
Wethersfield, CT 06109  
(203) 566-4248

## **DELAWARE**

Governor's Highway Safety Representative  
Office of Highway Safety  
Robbins Building  
802 Silver Lake Boulevard  
Dover, DE 19901  
(302) 736-5613

## **DISTRICT OF COLUMBIA**

Governor's Highway Safety Representative  
Department of Public Works  
Frank D. Reeves Center  
2000-14th Street, NW, 6th floor  
Washington, DC 20009  
(202) 939-8000

## **FLORIDA**

Department of Community Affairs  
Governor's Highway Safety Representative  
2740 Center View Drive  
Tallahassee, FL 32399  
(904) 488-6001

## **GEORGIA**

Governor's Highway Safety Representative  
Office of Highway Safety  
The Equitable Building  
100 Peachtree Street, Suite. 2000  
Atlanta, GA 30303  
(404) 656-6996

## **GUAM**

Governor's Highway Safety Representative  
Department of Public Works, OHS  
P.O. Box 2950  
Agana, GU 96910  
(671) 646-8643  
(Through International Operator)

## **HAWAII**

Governor's Highway Safety Representative  
Department of Transportation  
869 Punchbowl Street  
Honolulu, HI 96813  
(808) 548-4655

## **IDAHO**

Governor's Highway Safety Representative  
Office of the Governor  
State House  
Boise, ID 83720  
(208) 334-2100

## **ILLINOIS**

Governor's Highway Safety Representative  
Division of Traffic Safety  
319 Administration Building  
2300 South Dirkson Parkway  
Springfield, IL 62764  
(217) 782-4972

## **INDIANA**

Governor's Highway Safety Representative  
State Capitol - Room 210  
Indianapolis, IN 46204  
(317) 232-4579

## **IOWA**

Governor's Highway Safety Representative  
Iowa Department of Public Safety  
Wallace State Office Building  
Des Moines, IA 50319  
(515) 281-5261

## **KANSAS**

Governor's Highway Safety Representative  
Kansas Department of Transportation  
Docking State Office Building  
Topeka, KS 66612  
(913) 296-3461

## **KENTUCKY**

Governor's Highway Safety Representative  
Department of Justice and Acting  
Commissioner  
919 Versailles Road  
Frankfort, KY 40601-9980  
(502) 695-6300

## **LOUISIANA**

Governor's Highway Safety Representative  
Louisiana Highway Safety Commission  
P.O. Box 66336, Capitol Station  
Baton Rouge, LA 70896  
(504) 925-6991

## **MAINE**

Governor's Highway Safety Representative  
Department of Public Safety  
Northern Avenue  
Gardner, ME 04345  
(207) 582-8776

## **MARYLAND**

Governor's Highway Safety Representative  
Department of Transportation  
P.O. Box 8755  
Baltimore-Washington  
International Airport  
Baltimore, MD 21240-0755  
(301) 859-7397

## **MASSACHUSETTS**

Governor's Highway Safety Representative  
100 Cambridge Street  
Saltonstall State Office Bldg., Rm. 2104  
Boston, MA 02202  
(617) 727-5074

## **MICHIGAN**

Governor's Highway Safety Representative  
Office of Highway Safety Planning  
300 Washington Square, Suite 300  
Lansing, MI 48913  
(517) 334-5210

## **MINNESOTA**

Governor's Highway Safety Representative  
Department of Public Safety  
Transportation Building, Rm. 207  
St. Paul, MN 55155  
(612) 296-6642

## **MISSISSIPPI**

Governor's Highway Safety Representative  
Office of Highway Safety  
301 West Pearl Street  
Jackson, MS 39203-3085  
(601) 949-2225

## **MISSOURI**

Governor's Highway Safety Representative  
Division of Highway Safety  
Department of Public Safety  
P.O. Box 1406  
Jefferson City, MO 65102-1406  
(314) 751-4161

## **MONTANA**

Governor's Highway Safety Representative  
Highway Traffic Safety Division  
Department of Justice  
303 North Roberts  
Helena, MT 59620  
(406) 444-3412

## **NEBRASKA**

Governor's Highway Safety Representative  
Department of Motor Vehicles  
State Office Building  
State House Station  
Lincoln, NE 68509  
(402) 471-2281

## **NEVADA**

Governor's Highway Safety Representative  
Department of Motor Vehicles and  
Public Safety  
555 Wright Way, Room 258  
Carson City, NV 89711-0999  
(702) 885-5375

## **NEW HAMPSHIRE**

Governor's Highway Safety Representative  
New Hampshire Highway Safety Agency  
Pine Inn Plaza  
117 Manchester Street  
Concord, NH 03301  
(603) 271-2131

**NEW JERSEY**

Governor's Highway Safety Representative  
Division of Highway Traffic Safety  
Quakerbridge Plaza, Bldg. #5, CN-048  
Trenton, NJ 08625  
(609) 588-3750

**NEW MEXICO**

Governor's Highway Safety Representative  
Department of Highways and Transportation  
P.O. Box 1149  
Santa Fe, NM 87504-1149  
(505) 827-5110

**NEW YORK**

Governor's Highway Safety Representative  
New York Department of Motor Vehicles  
Empire State Plaza  
Swan Street Building  
Albany, NY 12228  
(518) 474-0841

**NORTH CAROLINA**

Governor's Highway Safety Representative  
215 East Lane Street  
Raleigh, NC 27601  
(919) 733-3083

**NORTH DAKOTA**

Governor's Highway Safety Representative  
North Dakota Highway Department  
600 East Boulevard Avenue  
Bismarck, ND 58505-0178  
(701) 224-2581

**COMMONWEALTH OF THE NORTHERN  
MARIANA ISLANDS**

Governor's Highway Safety Representative  
Department of Public Safety  
Commonwealth of the Northern  
Mariana Islands  
Saipan, Northern Mariana Islands 96950  
(670) 234-6333 or 6431  
(Through International Operator)

**OHIO**

Governor's Highway Safety Representative  
Department of Highway Safety  
P.O. Box 7167  
240 Parsons Avenue  
Columbus, OH 43205  
(614) 466-3383

**OKLAHOMA**

Governor's Highway Safety  
Representative  
Oklahoma Dept. of Transportation  
200 NE 21st Street  
Oklahoma City, OK 73105  
(405) 521-2631

**OREGON**

Governor's Highway Safety Representative  
Oregon Traffic Safety Commission  
State Library Building-4th Floor  
Salem, OR 97310  
(503) 378-3670 or 3669

**PENNSYLVANIA**

Governor's Highway Safety Representative  
Department of Safety Administration  
1200 Transportation & Safety Building  
Harrisburg, PA 17120  
(717) 787-3928

**PUERTO RICO**

Governor's Highway Safety Representative  
Department of Transportation and Public  
Works  
P.O. Box 41269, Minillas Station  
Santurce, PR 00940  
(809) 725-7112

**RHODE ISLAND**

Governor's Highway Safety Representative  
Department of Transportation  
State Office Building - Smith Street  
Providence, RI 02903  
(401) 277-2481

## **SOUTH CAROLINA**

Governor's Highway Safety Representative  
Office of Highway Safety Programs  
Edgar A. Brown State Office Bldg.  
1205 Pendleton Street, Room 453  
Columbia, SC 29201  
(803) 734-0421

## **SOUTH DAKOTA**

Governor's Highway Safety Representative  
Department of Commerce and Regulation  
910 East Sioux Avenue  
Pierre, SD 57501  
(605) 773-3178

## **TENNESSEE**

Governor's Highway Safety Representative  
Department of Transportation  
James K. Polk State Office Building  
505 Deaderick Street, Suite 700  
Nashville, TN 37219  
(615) 741-2848

## **TEXAS**

Governor's Highway Safety Representative  
State Department of Highways  
and Public Transportation  
11th and Brazos  
Austin, TX 78701  
(512) 463-8616

## **UTAH**

Governor's Highway Safety  
Representative  
Department of Public Safety  
4501 South 2700 West  
Salt Lake City, UT 84119  
(801) 965-4461

## **VERMONT**

Governor's Highway Safety Representative  
Department of Transportation  
133 State Street  
Montpelier, VT 05602  
(802) 828-2657

## **VIRGINIA**

Governor's Highway Safety Representative  
Department of Motor Vehicles  
P.O. Box 27412  
Richmond, VA 23269  
(804) 367-6602

## **VIRGIN ISLANDS**

Governor's Highway Safety Representative  
Virgin Island Office of Highway Safety  
Lagoon Street Complex  
Building #2, Rm. 218  
Fredricksted, St. Croix, VI 00840  
(809) 772-3025 or 2946

## **WASHINGTON**

Governor's Highway Safety Representative  
Washington Traffic Safety Commission  
1000 S. Cherry Street, MS/PD-11  
Olympia, WA 98504  
(206) 753-6197

## **WEST VIRGINIA**

Governor's Highway Safety Representative  
Criminal Justice and Highway Safety Office  
1204 Kanawha Blvd., East  
Charleston, WV 25301  
(304) 348-8814

## **WISCONSIN**

Governor's Highway Safety Representative  
Wisconsin Department of Transportation  
P.O. Box 7910  
4802 Sheboygan Avenue  
Madison, WI 53707  
(608) 266-1113

## **WYOMING**

Governor's Highway Safety Representative  
Wyoming Highway Department  
Highway Safety Branch  
P.O. Box 1708  
Cheyenne, WY 82002-9019  
(307) 777-4195

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)  
REGIONAL OFFICES**

**Region I:**

*(Connecticut, Maine, Massachusetts,  
New Hampshire, Rhode Island, Vermont)*

NHTSA

Transportation Systems Center  
Kendall Square, Code 903  
Cambridge, MA 02142  
(617) 494-3427

**Region II:**

*(New Jersey, New York, Puerto Rico,  
Virgin Islands)*

NHTSA

Room 204  
222 Mamaroneck Avenue  
White Plains, NY 10605  
(914) 683-9690

**Region III:**

*(Delaware, District of Columbia,  
Maryland, Pennsylvania,  
Virginia, West Virginia)*

NHTSA

BWI Commerce Park  
7526 Connelley Drive, Suite L  
Hanover, MD 21076-1699  
(301) 768-7111

**Region IV:**

*(Alabama, Florida, Georgia, Kentucky,  
Mississippi, North Carolina,  
South Carolina, Tennessee)*

NHTSA

Suite 501  
1720 Peachtree Road, N.W.  
Atlanta, GA 30309  
(404) 347-4537

**Region V:**

*(Illinois, Indiana, Michigan,  
Minnesota, Ohio, Wisconsin)*

NHTSA

18209 Dixie Highway, Suite A  
Homewood, IL 60430  
(708) 799-6067

**Region VI:**

*(Arkansas, Louisiana, New Mexico,  
Oklahoma, Texas)*

NHTSA

819 Taylor Street  
Room 8A38  
Fort Worth, TX 76102-6177  
(817) 334-3653

**Region VII:**

*(Iowa, Kansas, Missouri, Nebraska)*

NHTSA

P.O. Box 412515  
6301 Rockhill Road  
Kansas City, MO  
Zip code for P.O. Box is 64141  
Zip code for street address is 64131  
(816) 926-7887

**Region VIII:**

*(Colorado, Montana, North Dakota, South  
Dakota, Utah, Wyoming)*

NHTSA

555 Zang Street, 4th Floor  
Denver, CO 80228  
(303) 969-6917-6924

**Region IX:**

*(American Samoa, Arizona, California,  
Guam, Hawaii, Nevada)*

NHTSA

211 Main Street  
Suite 1000  
San Francisco, CA 94105  
(415) 744-3089

**Region X:**

*(Alaska, Idaho, Oregon, Washington)*

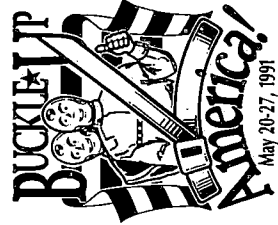
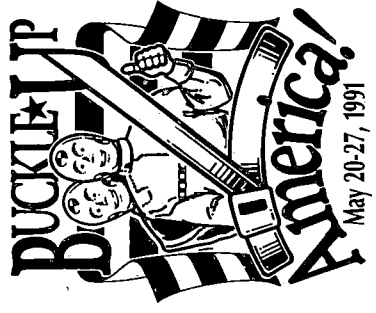
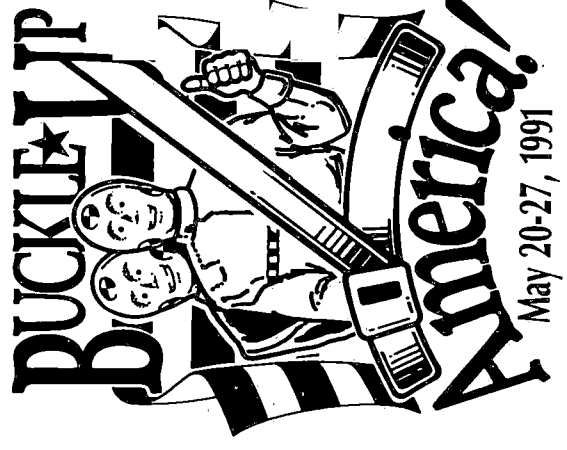
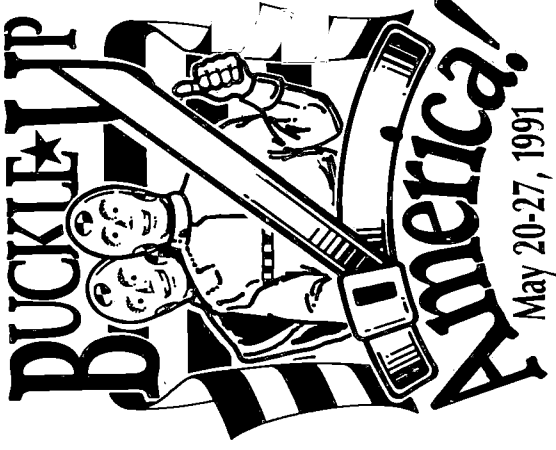
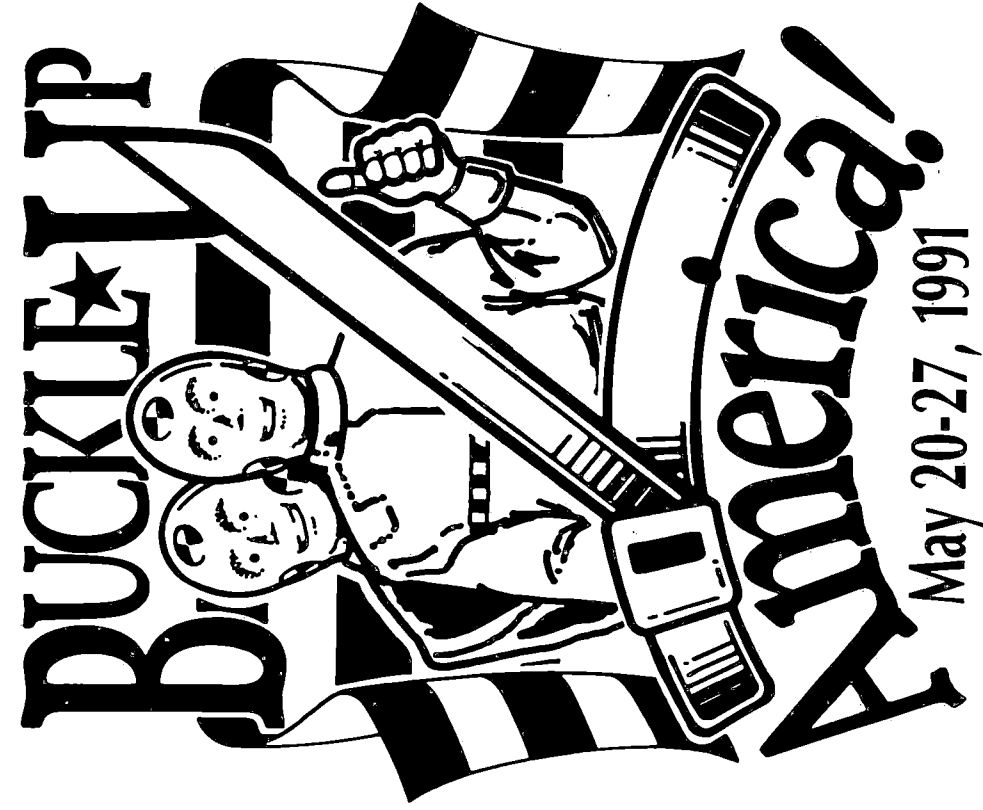
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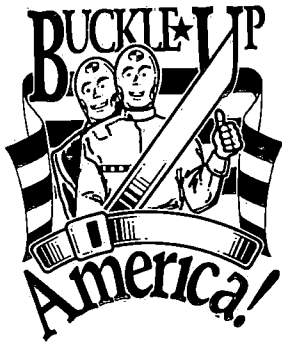
3140 Jackson Federal Building  
915 Second Avenue  
Seattle, WA 98174  
(206) 442-5934

In this section, you will find logos and materials for use in your activities. All items may be reproduced without prior permission.

The following items are included;

- BUA Logo Sheets (2)
- Pledge Cards
- Vince and Larry Clip Art





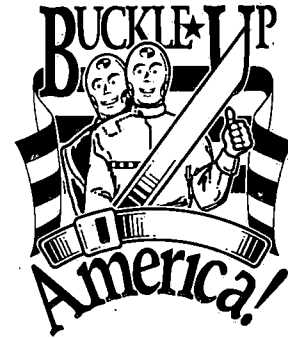
# BUCKLE-UP PLEDGE

I pledge, for the next two weeks, to buckle-up, to protect children by placing them in safety belts or child safety seats, and to encourage my fellow passengers to get into the buckle-up habit.

Signature \_\_\_\_\_ Date \_\_\_\_\_

Address \_\_\_\_\_  
(street) (city) (state) (zip)

Telephone No. \_\_\_\_\_



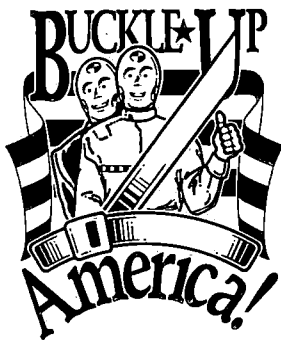
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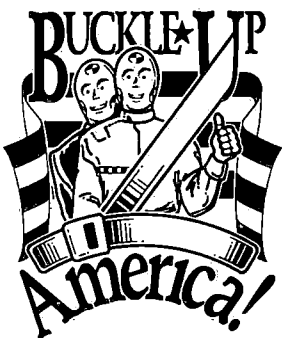
# BUCKLE-UP PLEDGE

I pledge, for the next two weeks, to buckle-up, to protect children by placing them in safety belts or child safety seats, and to encourage my fellow passengers to get into the buckle-up habit.

Signature \_\_\_\_\_ Date \_\_\_\_\_

Address \_\_\_\_\_  
(street) (city) (state) (zip)

Telephone No. \_\_\_\_\_



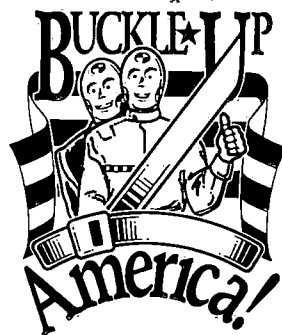
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# TAKE VINCE AND LARRY'S CRASH COURSE IN SAFETY BELTS.



**LESSON  
NO. 1**

"As you know, Larry, pretty soon all cars will come with automatic safety belts or air bags—and I don't mean your mother-in-law!"

*"That's right, Vince, but these new automatic gizmos only do part of the job to keep you from being a windshield warrior. You've still got to make sure your safety belt is buckled up."*

**LESSON  
NO. 2**

"Larry, do you know what works best when they fit tightly?"

*"My Uncle Bernie's false teeth?"*

"No Larry, safety belts. You've got to always make sure that yours is snug and that whatever safety belt system your car comes with is in a-ok-working order."

**YOU COULD LEARN A LOT FROM A DUMMY.  
BUCKLE YOUR SAFETY BELT.**

"Vince and Larry" © 1985 U.S. DOT



# TAKE VINCE AND LARRY'S CRASH COURSE IN SAFETY BELTS.



**LESSON  
NO. 3**

"No matter if you're on the road to Rio or going just around the corner, without a safety belt my friend you're on the road to ruin."

*"Ruin, is that a small town in France, Vince?"*

"No, dashboard breath, what I'm saying is whether your trip is short or long, you should be buckled up."

**LESSON  
NO. 4**

*"And Vince, folks should remind others to wear their safety belts too. Remember there could be a dummy in your car."*

**YOU COULD LEARN A LOT FROM A DUMMY.  
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A Public Service Message  

SAFETY BELT CAMPAIGN

NEWSPAPER AD NO. SB-89-1543-3 COL.

Volunteer Agency: Leo Burnett USA, Campaign Director: Michael Ryan, Northern Telecom

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