

# FOIA MARKER

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Transportation - Rural Transportation/Smart Growth: DOT [Department of Transportation]  
Safety/"Smart Growth"/Aging

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**U.S. Department of  
Transportation**

Office of the Secretary  
of Transportation

# Memorandum

Subject: **ACTION**: National Agenda for the Transportation  
Needs of an Aging Society

Date: November 3, 1998

From: Dr. Ricardo Martinez  
Administrator, National Highway Traffic  
Safety Administration

Reply to: J Eberhard x65595  
Attn. of: DTrilling x64220

To: Eugene A. Conti, Jr.  
Assistant Secretary for  
Transportation Policy

To: The Secretary  
Thru: The Deputy Secretary

**Summary:** The Department has an unusual opportunity to prepare for the marked increase in the number of elderly transportation users when the Baby Boomer generation begins to reach age 65. We propose the development of a national agenda on the transportation needs of an aging society. It would include the updating of our research plan, a series of forums for professionals, and town meetings for older people, culminating with an international conference in 1999. The synthesis of the findings of transportation managers from state and local governments, the safety community, care givers, the private sector, professional organizations and older people themselves would be used to generate a plan of action.

**Background:** As a follow-on to the broader, more general White House Conference on Aging in 1995, the Department conducted its own study on how to improve transportation for a maturing society. Its 1997 report indicated that while the present situation regarding the safety of older adults is not yet a matter of immediate concern, there could be a substantial problem downstream. Further, linked to the safety and health of older adults is the far broader problem of providing transportation options for older Americans. The report also proposed the Department adopt for its planning purposes the goal of: *Safe Mobility, For Life.*

You have indicated the high priority you place on this issue and your desire that the Department undertake additional initiatives to assure the continuing safe mobility for older adults. This is truly a ONE-DOT issue, and the DOT Policy Council and the Modal Safety Council have been working together on it. The operating administrations have generated an array of research and development products that are coming to fruition, including: a NHTSA screening and assessment system for older drivers, several FTA programs that seek to find the best forms of alternative mobility for older people, and an FHWA handbook on highway design features for older people (the subject of a recent AASHTO workshop).

- 2 -

The passage of TEA-21 provides great new opportunities for preparing for our growing aging population. Billions of dollars are becoming eligible to be spent on making our transportation choices safer and more available and attractive to older adults; new pedestrian crossings (especially critical near senior centers and old age care facilities); new intersection designs (older adults are disproportionately represented in crashes involving left turns across traffic); behavioral safety grants (fatalities for pedestrians over 70 are twice their proportion in the population); R&D (the death rate for those over 80 in crashes is much higher because of their higher fragility); various ITS projects (we must assure that modern technology truly assists rather than overwhelms older drivers); and new levels of accessibility for the considerable number of elderly who are disabled.

One salient feature of the *Safe Mobility, For Life* theme is the premise that our policies should provide older adults with more transportation choices, especially in areas with limited travel alternatives, to ensure their safety and mobility. Not only do we want older drivers to maintain their independence as late in life as possible, we also want to enrich the transportation options they can consider, from walking and biking to transit and paratransit for local transportation, to numerous forms of attractive intercity transportation. Included in this would be building an awareness that they must consider their future transportation needs as they retire, and educating them on how to use the options that will be available, as alternatives to driving. Additionally, it is important for the Department to improve screening and evaluation systems to assure that older adults can continue to safely operate their vehicles.

Thus, a national dialog is called for, to address the transportation needs of older adults, identify where the system is falling short, and what remedial measures are viable. Included in this dialog should be practitioners and authorities as well as such advocacy groups as the AARP, APTA, the AAA, and the private sector. An illustrative sampling of these groups will be found at Attachment 1. We have held informal discussions with some of these potential partners, from both the public and private sectors, and can move to a more formal solicitation of their participation upon your concurrence.

Proposal: We will update the transportation research blueprint for the next 25 years. The TRB 1988 research plan served as a guideline for much of the Department's research on older adult issues, and much of it is being successfully applied in the field. It needs to be revised to reflect the research that has been accomplished, the new safety needs that have been identified, and the new priorities that should be established. That work would result in a peer reviewed update of *Transportation for an Aging Society - Initiatives Drawn from a Decade of Experience*.

We will have DOT lead a series of forums and town meetings to be held in 1999, that would bring the current state of the art and programs to transportation professionals, medical and social service providers, and older people and their lay care givers. They would include practical guidance to those people who deal with older person transportation issues on highway design and operation; best practices on transportation choices; and driver assessment, rehabilitation, and regulation. We have been conducting informal discussions with various members of the safety

community on possible sites, and several are ready to proceed. A prospective list is included in Attachment 2.

The results of the forums and town meetings and the upgraded research plan will enable the Department to lead the country in the drafting of a National Agenda, to meet the transportation needs of older adults. It will be refined and confirmed at an international conference at the National Institutes of Health in November 1999, which will address the findings of the workshops in both the operational and research contexts, and the research needs for the next 25 years. Exemplary programs would be showcased, and the prospects for their replication in other areas of the country (and perhaps around the world) would be evaluated. The conference will also be part of the Administration's contribution to the celebration of the United Nations International Year of Older Persons. Through this process, the Department will be able to establish a blueprint that documents for all interest groups what needs to be done to manage the safe transportation for older adults in the next century. It will also provide a good base for the reauthorization of TEA-21.

Our estimates of the budget required to conduct these activities is found in Attachment 3. There is still a shortfall in the funding, and we feel that much of this can come from private sector sources. We will begin to formally solicit their support upon your concurrence. There will also need to be set up extensive coordination resources within the Department. —

Recommendation: We recommend that you concur with the development of the National Agenda through the conduct of the forums and town meetings and the international conference.

Concur: \_\_\_\_\_ Date: \_\_\_\_\_

Nonconcur: \_\_\_\_\_ Date: \_\_\_\_\_

Attachments

cc: Administrator Molitoris,  
Chair, Modal Safety Council

**Illustrative Sampling of Participants:**

Attachment 1

Government

DOT Elements  
National Institute on Aging  
Administration on Aging  
VA  
CDC

World Health Organization  
United Nations

Access Board

State Consortia on older drivers  
local governments  
local Area Agencies on Aging.

Public Interest Groups

American Assoc of Motor Vehicle Administrators  
American Assoc of of Homes and Services for the Elderly  
AASHTO  
APTA  
APWA  
American Occupational Therapy Association  
American Driver Educators for the Disabled  
American Institute of Architects  
American Medical Association  
Bicycle Federation of America  
CTAA  
Eno Foundation  
National Association of Rail Passengers  
National Safety Council  
NAGSHR  
Partnership for a Walkable America  
Paralyzed Veterans of America  
State Medical Associations.  
SAE

Private Sector

AARP  
AAA  
Air Transport Assn  
Amtrak  
Catalog/Home Shopping Industry  
Cruise Lines  
ITS America,  
IHHS  
Travel Industry

## Attachment 2

**Potential Forum and Town Meeting Sites :**

- North West: *Eugene, Oregon* - Driving Decisions for Seniors  
*Seattle, Washington* - Exemplary transportation system
- South West: *Phoenix, Arizona* - Requested conference, did one in 1993  
*San Diego, California* - Safe Community, requested conference  
*Pasadena, California* - Exemplary community programs with behind the wheel assessment
- Central: *Oakland County, Michigan* - Exemplary area agency on aging (AAA) , state consortium on older persons' transportation issues  
*Springfield, Illinois* - Requested conference, has conducted similar meetings  
*Wichita, Kansas* - Exemplary driving transitions program in AAA with coordinated alternative transportation
- South East: *St. Petersburg, Florida* - Exemplary AAA  
*Birmingham, Alabama* - Extensive R&D program on older drivers (NIA)
- North East: *Glen Burnie, Maryland* - State-wide consortium on Safe Mobility for Life, pilot testing model system  
- *Portland, Maine* - Exemplary alternative transportation system (ITN)

## Attachment 3

**Funding Estimates**

<b>Activity</b>	<b>Cost</b>	<b>Covered</b>	<b>From</b>
Prepare 218 update through TRB, background papers, appoint committee. hold international conference, and after-conference review	\$165k	\$165k	NHTSA
Six town meetings are envisioned, at sites to be mutually determined. Cost estimated at \$20,000 ea	\$120k	\$20	FHWA
Manuals of Best Practices, rough cut by 1/99, glossy later	\$ 90k		
Preparation of Strategic Plan and National agenda, synthesizing town meetings and conference, drafting strategic plan	\$ 85k		-
Post-conference extra meeting, preparing, publishing, and distributing the National Agenda	\$ 40k	\$20k	NHTSA
<b>Totals</b>	<b>\$500k</b>	<b>(\$205k)</b>	
<b>Funding From Other Government Sources</b>			
FTA - [Tentative Commitment Until New Budget is Received and Analyzed]		(40k)	
From Nat'l Institute on Aging		(50k)	
<b>Needed from Other Sources*</b>	<b>\$205k</b>		

\*Potential Other Sources: Eno Foundation, AARP, AAA-TSF, 3M, CDC, Auto manufacturers, Insurance companies, Karlinski Institute (Stockholm)

THE WHITE HOUSE  
National Economic Council

Fax Transmission

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Date: _____	Pages
To: Becky Burr/Bill Hatch, DOC/NTIA	482-1865
Vonya McCann/John Gilsean, DOS	647-5957
Gina Keeney/Peter Pappas/Henry Straube	418-2818
Henry Kelly, OSTP	456-6023
David Beier/Jim Kohlenberger, OVP	456-6231
Bill Corbett/Jonathan McHale/ Don Abelson, USTR	395-9674
Robin Layton/Linda Astor, DOC	482-5834
From: Dorothy Robyn	456-2801(v)

---

Comments:



U.S. Department of Transportation  
Office of the Secretary (P)  
400 Seventh Street, SW  
Washington, DC 20590

FAX TRANSMITTAL SHEET

OFFICE OF TRANSPORTATION POLICY DEVELOPMENT

TO: Dorothy Rabyn  
\_\_\_\_\_

TEL. 456-2801

FAX - 2223

FROM: Don Trilling  
\_\_\_\_\_

TEL. 366-4220

FAX. 202-366-7618

NUMBER OF PAGES TO FOLLOW: 7

SPECIAL REMARKS OR INSTRUCTIONS:

*Dorothy - Per our conversation  
Don*



**U.S. Department of  
Transportation**

Office of the Secretary  
of Transportation

November 2, 1998

NOTE TO: THE SECRETARY  
THE DEPUTY SECRETARY

FROM:

Gene Conz

A handwritten signature in black ink, appearing to read "Gene Conz", written over the typed name.

SUBJECT: Attached memo on *A National Agenda for  
the Transportation Needs of an Aging Society*

Should you concur in this initiative, there is a chance that the AARP may be willing to do a cover story on it for the January edition of their monthly magazine, which will reach 33 million readers. It is therefore of some importance that this package be considered promptly.

CC: Bill Schulz

Don Trilling  
11-12-98

June '98  
Letter in Post?

Trans. of Elderly

---

We want to create a net. agenda

- Elderly
- caregivers (often the children)
- public officials
- ~~any~~

"Safe mobility of for life."

Keep people indep. for as long as possible;  
(then have

That has health care consequences b/c  
When they can no longer drive, they get

# Manuals of best practices in 3 areas

- ① - How long can they drive
- ② - Highway design
  - length of crossing light. (walk sign) near nursing home
  - left-turn
  - size of lit's on
  - where to place signs - further back b/c
- ③ A/T systems - Portland, ME
  - ~~RV~~ Van services FTN subsidies
  - Elderly are fearful of
  - @Vaxis

Grant program - Elderly & handicapped

---

Most people go to senior family - mostly daughters

---

Construct a  
National agenda:

- Research that needs to be done

- Older people are more fragile

So how do we protect them better  
Esp. in cars

---

In-car signage -

↳ heads-up display

Radar that tells you when you're  
coming in too close an

---

Ways to enhance visibility

---

TRB:

218 rpt. - guided research  
for a decade

- Natl. Agenda

- Research Agenda

TRB panels ~~focused~~ on

XARP

XAX

**4. “Smart Growth” and Sustainable Development.** One of the biggest challenges facing America’s communities is the growing concern that patterns of “sprawl” development are threatening the long-term economic vitality and quality of life in America’s urban, suburban and rural areas. Although land use decisions should remain the domain of state and local government, the federal government can be an effective partner. First, we will continue investing in sustainable transportation. TEA-21 authorizes a record \$41 billion over the next six years for transit; increases tax-free transit benefits; and expands communities’ ability to transfer funds from highway construction to transit, bicycle and pedestrian programs, telecommuting and other forms of transportation that reduce congestion and pollution. Second, we will provide incentives to make it easier for communities that wish to pursue smart growth policies, by exploring ways in which cities can capture the air quality benefits of sustainable development and by supporting a private sector initiative that would encourage mortgage lenders to consider the savings from “location efficiency” when determining the size of a mortgage for which potential homebuyers will qualify. Third, we will ensure that policies concerning federal building, federal employees and other federal actions are aligned in support of local smart growth initiatives.

**5. Rural Transportation.** Transportation is crucial to the efforts of residents and businesses in rural America to improve the livability of their communities and expand their economic activities. DOT and USDA are developing a rural transportation initiative that will help those who live and work in rural areas and small communities in several ways by improving the ability of farms and businesses to obtain materials and move their products to markets at home and abroad, and by making it easier for small communities’ ability to attract commercial jet air service.

**Keith E. Laughlin**

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11/10/98 07:03:13 PM

Record Type: Record

To: Dorothy Robyn/OPD/EOP

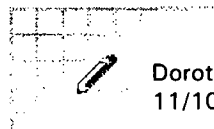
cc:

bcc:

Subject: Re: Report on smart growth 

I'm glad to learn of your interest in the issue. I'll be out of the office for the rest of the week, but I'd like to sit down with you next week to compare notes. And yes, the threat to the EPA Smart Growth Network is real. I've registered my concern with EPA, but it would also help if you gave a call to Peter Robertson. Talk with you soon.

Dorothy Robyn




Dorothy Robyn  
11/10/98 04:56:14 PM

Record Type: Record

To: Keith E. Laughlin/CEQ/EOP

cc:

Subject: Re: Report on smart growth 

thanks! Sally Katzen and I have been pushing "smart growth" -- as it relates to transportation, my portfolio -- as a state-of-the-union message. After talking w Roy Kienitz, I realized you all are where the action is on this issue. By the way, Roy is concerned about EPA's smart growth office getting axed as part of the shakeup of the policy office; any danger of that?

(366-6167)

Bob Clark - safety

~~trans. MESA~~

Don Willberg - 366-4220

Linda Lawson (366-4835)

- variety of activities

- Sustainable level

- brownfields

- TC & Protection  
trans. <sup>concern</sup> w/ train

Phil Rebet

366-2775

# 6.7 B

direct B env. w/

# 150 B

45K

trans. relat. deaths

DOT Safety Council

• John M. Tolson - Chair

• Gen. Cassi - Vice Chair

- Natl. Conf. of all DOT States

- Formative stage -

- we need to better define

---

- well searching

- personal VS Commercial trans. safety  
aviation, maritime, rail

- Transit

- tax-fee transit BS

flexible funding

CMAQ

Three  
Out of many planning reg's, we  
can influence Comm's

Empowering

Brownfields

reversed a long standing  
state ~~policy~~ policy that lumped addressing  
all contaminants together

- avoid it altogether

burden of proof -

RS distinguished zw. B/fields  
Superfund -

MPOs - made up of elected officials  
in a community  
- public participation process

- They do planning for metro areas
- They make choices

- IEA - 24 Cont's strategy planning  
 ↳ MPOs all where it happens

Systems of planners

trans. planning

forces comm's to make real choices

me - IOTA -

# Planning Concept

- Livable Comm's:

- tied to transit-oriented devel.
- no separate pots of \$
- Concept has been adopted

- transit-oriented

- walkable

- child care / senior citizen  
 facil's located near  
 transit

TE:

Trans. and Comm. and System P

- \$20M +

- to fund innovative trans, land-use strategies

- five elements that have to be addressed

---

Natl. Partnership for Livable Comm's

---

6

50

Keith Laughlin - CEO Jonathan Weiss - VP 5.  
After an EC-E7 conf., Gore asked  
agencies to look at ~~the~~ fed.  
policies & how they foster or impede

---

this → rpt. to encourage  
regional collaboration  
Reuse of existing infra.

---

NDD, DOT, EPA,

Talking abt. what we can do  
to promote more sustainable  
comm's - "smart" growth

---

SBA found many grants were going  
to bus's in suburbs.

~~2000~~

We need to start an interagency  
group on Livable Communities

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Trans-Planning becomes



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

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

To: Dorothy Roberts

Fax: 456-2223

Pages including this cover sheet: 17

From: LINDA LAWSON, ACTING DIRECTOR

OFFICE OF TRANSPORTATION POLICY DEVELOPMENT

202-366-4835

Fax: 202-366-3393

Comments: This is an <sup>version</sup> ~~old~~ - but my latest copy - of the CEA EXEC summary & recommendations -  
I've asked for a later version.  
I understand action 13 has been recast to be #1 and is being led by group of foundations w/ led participation.

J.

**fax**

TRANSMISSION

4  
5  
6  
11  
*analytical  
TOOLS*

8-4-98 DRAFT

**PARTNERS IN PLACES:  
FEDERAL SUPPORT FOR REGIONAL COOPERATION  
AND SMART GROWTH**

**A Draft Report to the Vice President**

**September, 1998**

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**DRAFT**  
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## **EXECUTIVE SUMMARY**

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### **A NEW AMERICAN LANDSCAPE**

In recent decades, prevailing patterns of growth and development have fundamentally altered the American landscape. The population of America's central cities reached their peak in the years following World War II. In the prosperity of the post-war era, many Americans abandoned compact urban neighborhoods for low-density suburbs.

As a result of this low-density pattern of growth and development -- often called "sprawl" -- cities have now been supplanted by the metropolitan region as the dominant feature of the American landscape. These ever-expanding regions cover vast geographic areas comprising the center city, the older "inner-ring" suburbs, and the newest rings of development on the fringe of the suburbs. As our metropolitan areas have expanded in size and complexity, this new pattern of human settlement has created challenges and opportunities for America and its communities.

This report advocates two strategies to tackle these challenges and opportunities: (1) regional cooperation to address challenges of today that have resulted from post-war patterns of growth and development; and (2) smart growth partnerships to anticipate the future by identifying patterns of future growth and development that will contribute to economic vitality and a high quality of life for all Americans.

### **A WAVE OF LOCAL INNOVATION**

Effective responses to the challenges and opportunities posed by these patterns of growth and development will not originate in Washington, D.C. They will arise in communities across the nation as concerned citizens join in partnership with civic and business leaders. But a reinvented federal government can join as a partner in support of these locally-driven efforts.

Evidence of new local partnerships can be found in a wave of local innovation that is sweeping across America. Communities and regions are taking imaginative steps to tackle economic, social, and environmental challenges. In community after community we are seeing a flowering of broad-based locally-driven revitalization efforts. New partnerships are emerging as cities and suburbs are beginning to work together, recognizing that their problems are tied together. New partnerships are emerging as civic leaders, the private sector, and community-based groups join together to tackle the economic, social, and environmental challenges facing their communities and regions.

### **REGIONAL COOPERATION: MEETING TODAY'S CHALLENGES**

While this burst of innovation holds great promise for the future of America's communities, prevailing patterns of growth and development present significant challenges and opportunities. For example, these ever-expanding patterns of development raise fundamental questions of governance. In some places, low-density development has created hundreds of units of local government within ever-expanding metropolitan areas. This fragmentation of local

authority makes it difficult for any single community to address economic, social, and environmental challenges that pay no heed to local jurisdictional boundaries.

There is a growing consensus that building regional partnerships that extend across local jurisdictional boundaries are the most effective way to address these challenges. In some regions, citizens are coming together to address the problems associated with land use and transportation that threaten air quality, water quality, and open space. In other places, partnerships are forming around social policy challenges, such as moving people from welfare to work, or preparing urban youth for high-tech jobs in the suburbs.

### **SMART GROWTH: ANTICIPATING TOMORROW**

One of the biggest challenges facing America's communities is the growing concern that patterns of "sprawl" development are threatening the long-term economic vitality and quality of life in America's urban, suburban, and rural areas. Sprawl is unplanned, low-density development that rapidly spreads on the fringe of existing communities. People from center cities to the suburban fringe are starting to question the costs of sprawl.

People are questioning the economic costs of abandoning infrastructure in the city, only to rebuild it in the suburbs. They are questioning the environmental costs of abandoning "brownfields" in center cities, while losing open space and prime farmland to the development of "greenfields" at the suburban fringe. They are questioning the social and economic costs of the growing "spatial mismatch" between those looking for work in center cities and suburban employers in search of workers. They are questioning costs to our quality of life from ever-increasing traffic congestion from patterns of development that require more and more driving.

Those who are raising such questions are not "no growth" advocates. Or even "slow growth" advocates. They are in the vanguard of a consensus emerging at the state and local level in support of a way to grow that anticipates tomorrow: *smart* growth.

### **THE FEDERAL ROLE: A PARTNER IN PLACES**

When communities discuss issues of growth and development, the role of the federal government often arises. Land use decisions have traditionally been -- and must remain -- the domain of state and local government. But at the state and local level there is an increasing recognition that through its programs and policies, the federal government creates incentives and disincentives that influence local decision-making and local development outcomes. Therefore, defining the appropriate role for the federal government requires respecting local authority while acknowledging the far-ranging -- and sometimes unintended -- consequences of federal policy.

Under these circumstances, the federal government must assume the role of a "partner" that supports local initiative-- rather than a supervisor that mandates outcomes. To be a successful partner, the federal government must recognize that "place matters." One-size-fits-all federal policies fail to acknowledge the unique assets and needs of America's communities.

In response to the challenges facing America's communities, the appropriate role of a reinvented federal government is being a "Partner in Places." The 15 Actions contained in this report are the first steps in building new partnerships to build stronger communities by fostering regional cooperation and state and local smart growth initiatives.

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## **PARTNERS IN PLACES**

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### **INTRODUCTION: A RECORD OF ACHIEVEMENT**

In the last five years, the Clinton-Gore Administration has pursued a strategy that has produced the strongest economy in a generation. This New Economy has created 16 million new jobs since 1993. Unemployment is at its lowest level in almost 30 years. Real wages for America's families are growing at their fastest rate in 25 years. Inflation remains lower than it has been in decades. This year the President proposed the first balanced budget in a generation, after inheriting a record \$290 billion deficit in 1992. Crime rates have dramatically fallen across the nation. There are six million new American homeowners. Almost 4 million people have moved from the welfare rolls to productive employment.

The Administration's macroeconomic strategy of balancing the budget, investing in people, and opening up new markets has been complemented by an innovative Community Empowerment Agenda. The Community Empowerment Agenda has focused on the importance of investing in places; the places that Americans work, play, learn, and raise their families. Through this agenda, the Administration has provided communities with new economic, social, and environmental policy tools to revitalize their neighborhoods and compete globally. From empowerment zones to community policing and from brownfields redevelopment to the Community Reinvestment Act, the Clinton-Gore Administration is spurring reinvestment and promoting bottom-up, community-based solutions. (A detailed outline of the Community Empowerment Agenda can be found in Appendix A of this report.)

As a result of these innovative policies, for the first time in a generation there is evidence that America's cities are coming back. Employment is up, crime is down, and local budgets are in the black. However, the sustainability of this emerging recovery is threatened by patterns of growth and development that endanger the long-term economic viability and quality of life of America's communities from the center cities to the fringes of suburban development.

At the request of Vice President Gore, this report will spell out concrete steps the Administration will take to partner with communities and regions that are addressing these challenges head on. It represents the beginning of a major long-term initiative by the federal government to support local and regional efforts to address issues of growth and development.

These steps also respond to recommendations from the President's Council on Sustainable Development (PCSD). In March, 1996, the PCSD delivered a landmark report to the President entitled "Sustainable America." Among its recommendations, the PCSD proposed a package of policies to build sustainable communities. Those recommendations included policies concerning Community Growth Management and Collaborative Regional Planning. This report is also one step in a long-term commitment to implement the PCSD's recommendations.

## **A NEW AMERICAN LANDSCAPE**

In recent decades, prevailing patterns of growth and development have fundamentally altered the American landscape. The population of America's central cities reached their peak in the years following World War II. But in the prosperity of the post-war era, many Americans abandoned compact urban neighborhoods for low-density suburbs. The impact of this trend on the landscape can be found from one coast to the other. To illustrate, the population of the New York/New Jersey/Connecticut metropolitan area increased by 13 percent in the last 30 years, while developed land increased by 60 percent. The Los Angeles metropolitan region experienced population growth of 45 percent from 1970 to 1990, while developed land increased by almost 300 percent. Similar trends can be found across the nation.

As a result of this low-density pattern of growth and development -- often called "sprawl" -- cities have now been supplanted by the metropolitan region as the dominant feature of the American landscape. These ever-expanding regions cover vast geographic areas comprising the center city, the older "inner-ring" suburbs, and the newest rings of development on the suburban fringe of metropolitan areas. Eighty percent of Americans now live and work in such areas. Nearly 90 percent of job growth occurs in such places. As our metropolitan areas have expanded in size and complexity, this new pattern of human settlement has created challenges and opportunities for America and its communities.

Simultaneously, rural areas with natural amenities of scenery, lakes, mountains, or climate have been growing and changing rapidly, with rates of population growth much above the national average. This influx is most pronounced recently in the Mountain West, with major implications for land use, water, and timber issues.

The strategies to tackle the challenges and opportunities that have resulted from this New American Landscape fall into two broad categories: (1) regional cooperation to address challenges facing our communities today that have resulted from post-war patterns of growth and development; and (2) smart growth partnerships to anticipate the future by identifying patterns of future growth and development that will contribute to economic vitality and a high quality of life for Americans in urban, suburban, and rural communities.

## **A WAVE OF LOCAL INNOVATION**

Effective responses to the challenges and opportunities posed by the prevailing patterns of growth and development will not originate in Washington, D.C. They will arise in communities across the nation as concerned citizens join in partnership with civic and business leaders. A reinvented federal government can join as a partner in support of these locally-driven efforts.

Evidence of new local partnerships can be found in a wave of local innovation that is sweeping across America. Communities and regions are taking imaginative steps to tackle economic, social, and environmental challenges.

In community after community we are seeing a flowering of broad-based locally-driven revitalization efforts. Communities, by and large, are making progress not by treating their problems in isolation, but by reaching out to partners in their neighborhoods and regions. New partnerships are emerging as cities and suburbs and rural areas are beginning to work together, recognizing that their problems -- such as abandoned brownfields in cities and low-density sprawl development in the outer suburbs -- are tied together. New partnerships are emerging as the private sector and community-based groups join together with civic leaders to tackle the economic, social, and environmental challenges facing their communities.

Examples of these new partnerships can be found in regions across the nation:

- *Southeastern Michigan.* In 1994, Detroit Mayor Dennis Archer and Wayne County Executive Ed McNamara created the Detroit/Wayne County Roundtable on Sustainable Development. The roundtable was formed to tackle shared concerns that crossed local jurisdictional boundaries, such as brownfields redevelopment. Efforts to fight crime have also been undertaken on a regional level through the Alliance for a Safer, Greater Detroit, an amalgam of city and suburban law enforcement agencies. Mayor Dennis Archer sums up the progress, noting "Gone are the days when the metropolitan regions could waste time engaging in regional friction and constructing artificial barriers between central cities and suburbs."
- *Metropolitan Portland.* The Portland, OR region has undergone a remarkable transformation. After a deep recession in the early 1980s, the region moved from a slow-growing natural resource-based economy to an increasingly technology-based economy that is growing more rapidly. The evolution of Portland's regional economy is due in part to a targeted strategy by regional leaders. The region's economic strategy includes: strategic investments to attract new industries, such as computers and semiconductors; expanding education and workforce development programs to provide workers with the higher skill requirements required by high technology industries; investment in regional transit systems to better connect jobs and workers and reducing sprawl by encouraging compact development patterns; and preserving the region's attractive environment and high quality of life that first attracted many entrepreneurs and highly-skilled workers.
- *Southeastern Florida.* The population of Southeastern Florida has increased from 1.5 million in 1960 to 4.1 million in 1990. With each new wave of population, suburban development has moved farther west from the coastal cities of Miami, Fort Lauderdale, and West Palm Beach. This westward pattern of development has had two major consequences. First, it has contributed to disinvestment in these older communities along the Atlantic coast. Second, it has created ever-increasing pressure on the most significant feature of the south Florida ecosystem: the Everglades. Population in the region is projected to hit 6.2 million by 2015. The Eastward Ho! initiative was created by Governor Chiles's Commission for a Sustainable South Florida to direct some of this next wave of development away from the Everglades and back to the core communities along

the Atlantic coast. The initiative will encourage the revitalization of coastal communities by targeting quality infill development in areas that have been underutilized or allowed to deteriorate. The Eastward Ho! initiative demonstrates how the health of older urban areas and the natural areas at their borders are inextricably linked.

- *Greater St. Louis.* The City of St. Louis, MO has experienced a 58 percent decline from its peak population of 850,000 in 1950. Despite this decline in center city population, the population of the Greater St. Louis region as a whole has increased by 35 percent since 1950. As population moved outward from the core, the amount of developed land in the St. Louis metropolitan region increased by 355 percent from 1950 to 1990. The East-West Gateway Coordinating Council, the metropolitan planning organization for the St. Louis area, is the convener of the St. Louis Regional Jobs Initiative. Funded by the Annie E. Casey Foundation, this eight-year effort will seek to realign the region's workforce development, economic development, transportation, and social service programs to better connect low-income job seekers to the broader regional economy. Supporting this effort is a coalition of 80 churches -- Protestant and Catholic, black and white, urban and suburban -- that has formed the Metropolitan Congregations United for St. Louis.

- *Routt County, Colorado.* In November 1996, Routt County, CO became the first county in the intermountain west to approve a tax-increase specifically for purchasing ranch-land conservation easements. In this part of Northwest Colorado surrounding Steamboat Springs, over 10,000 acres have been set aside as perpetual ranch-lands through these easements. Ranchers and conservationists have worked together to achieve a common goal of sustainable working landscape in the Yampa Valley. This goodwill helped to set the stage for a citizen-initiated, government-backed Open Lands Committee. This coalition made eight recommendations, from the purchase of development rights, the transfer of development rights, incentives for developers to cluster home sites and preserve open space, to a county "right to farm" ordinance and several other strategies designed to maintain the viability of agriculture in Routt County in the face of development pressures.

These are but a few examples of the growing community revitalization movement that is sweeping across the nation. This flowering of local innovation holds great promise for America's communities as we prepare to enter a new century. Lessons can be learned from this handful of examples and broadly applied to communities across America. The following "common threads" can be found in these and other community revitalization efforts across the nation:

- *Locally-Driven.* These are bottom-up efforts designed by local people to take advantage of local assets. They are not responses to top-down federal mandates.

- *Inclusive Partnerships.* Successful partnerships involve everyone with a stake in the future of a community. Such efforts thrive on the active participation of local government, the private sector, the non-profit sector, community-based organizations, and individual citizens.
- *Sustainable Development.* Many efforts embrace the goals of sustainable development; the conviction that healthy communities emerge when lasting solutions to economic, social, and environmental challenges are pursued simultaneously.
- *Resilient Local Economies.* There is a growing awareness that areas that will prosper in the new century will be those that develop strategies to create resilient local economies that make unique local assets a source of competitive advantage in the global economy.
- *Smart Growth.* There is increased support at the local level for reinvestment in existing communities to avoid the economic inefficiency and environmental impacts associated with sprawling patterns of development are not in the long-term interests of cities, suburbs, or rural areas.
- *Regional in Scale.* There is an emerging consensus that central cities, suburban areas, and surrounding rural communities within a region are interdependent and share a common destiny. A region or metropolitan area may be the best scale to implement economic strategies to build resilient local economies; to adopt policies to encourage smarter patterns of growth; and to address some social issues, such as reducing crime and moving people from welfare to work.
- *Performance-Based.* Local strategies often contain indicators or benchmarks to ensure accountability and to measure progress toward the goals contained in a community-driven strategic plan.
- *Traditional Values.* The success of local efforts depend upon a commitment to traditional American values such as cooperation, personal responsibility, equal opportunity, work, and stewardship.

The reinvented federal government that President Clinton and Vice President Gore are creating is entirely consistent with the "common threads" running through this wave of local innovation. This new federal government is leaner and more flexible. It does not try to do everything itself. Rather, it is one that empowers American communities with the knowledge, skills, information, and tools that are needed to build stronger communities for the 21st century.

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## 15 ACTIONS

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In the last five years, the Clinton-Gore Administration's "Community Empowerment Agenda" has been instrumental in building stronger communities for the 21st century. The 15 Actions that are presented here will build upon that record of achievement by putting forward new initiatives to support locally-driven regional cooperation and smart growth strategies.

Supporting state and local efforts to address the challenges associated with growth and development patterns will require the federal government to be a partner, rather than a supervisor. The federal government must facilitate new partnerships to meet the unique local needs of communities and regions. Such efforts must be locally-initiated and locally-driven, reflecting local priorities, not the dictates of the federal government.

The 15 Actions that follow are offered in that spirit. They are presented under the four headings that describe the federal role: Getting the Federal House in Order; Helping Communities Achieve Their Goals; Getting the Incentives Right; and Encouraging Collaboration.

### **GETTING THE FEDERAL HOUSE IN ORDER.**

The federal government will take steps to ensure that practices concerning federal buildings, federal employees, and other federal actions support local initiatives.

#### **ACTION #1: Federal Location Policy to Support Smart Growth**

**Issue:** Federal building locations should enhance existing communities, provide multiple commuting options, take advantage of existing infrastructure and fit into the architectural fabric of the community.

**Action:** The General Services Administration will give greater enforcement to Executive Order 13006 on government site location. GSA will tighten the criteria on location policy by increasing the density requirements, adding a transit factor, and encouraging compliance with the spirit of local zoning requirements. GSA will also emphasize the adaptive reuse and modernization of buildings.

#### **ACTION #2: Federal Employee Transit Benefits**

**Issue:** While federal agencies currently support auto commuting through a \$170 per month parking subsidy, few agencies provide even the \$65 per month allowable benefit to federal employees that use transit. This disparity provides an enormous incentive for driving that makes it more difficult for communities and regions to reduce traffic congestion and improve air quality.

**Action:** The President will issue an Executive Order requiring all federal agencies that provide parking subsidies to provide transit benefits to their employees to the maximum

*How much cost each agency?  
- 12/01/98  
Budget*

level allowed by federal law. [In addition, the President will issue budget guidance for FY2000 that includes transit benefits as a priority item.]

**ACTION #3: NEPA Guidance on Smart Growth**

**Issue:** Both the direct and indirect effects of federal actions can support or undermine local efforts to address patterns of growth and development.

**Action:** The Council on Environmental Quality will develop guidance to ensure that National Environmental Policy Act (NEPA) analysis fully considers the secondary impacts that can be avoided by local smart growth policies.

**HELPING COMMUNITIES AND REGIONS ACHIEVE THEIR GOALS.**

The federal government will provide information, technical assistance, and tools to support local and regional decision-making.

**ACTION #4: Community/Federal Information Partnership**

**Issue:** Geospatial data can play a key role in helping communities and regions to synthesize information relevant to economic, social, and environmental issues.

Geography creates a unifying element that brings people together to identify key issues, develop a vision, set goals, and determine the actions necessary to improve their communities. Coordinated geospatial data from all levels that is produced, integrated, and made readily available to all citizens can empower communities to move toward consensus rather than conflict. Unfortunately, such data are often difficult to locate, obtain, and integrate.

**Action:** The Federal Geospatial Data Committee, under the leadership of the Secretary of the Interior, will oversee a four-year interagency initiative costing approximately \$150 million per year beginning in FY 2000 with two integrated objectives: (1) to advance the capacity of communities and regions to create and use geospatial data; and (2) to improve federal agencies' capabilities to meet community information needs.

**ACTION #5: Develop New and Improved Analysis Tools**

**Issue:** Communities require a better understanding of the factors influencing transportation and location decisions including the effects of zoning, tax structure, accessibility, schools, sewer and water service, and other factors. Furthermore, communities need new and improved tools to analyze and forecast the effects of changes on development patterns and social and environmental impact. Lack of adequate technical tools and analysis procedures has hampered the development of sustainable plans and policies. The LUTRAQ project in Portland, OR demonstrated the ability to use improved analysis and forecasting procedures to show the impacts of more compact, transit-oriented land use patterns.

**Action:** The DOT in cooperation with EPA, DOE, and the Joint Center for Sustainable Communities, will establish a comprehensive program to develop new and improved

*Interagency Effort Already  
Social Capital  
not available  
in use of Tech  
Capable of  
\$150M grants to  
Communities  
Budget*

*DOT LEAD*

*Wagner  
1-10-00*

analysis tools for land use, transportation, and environmental planning. The program will synthesize and investigate quantitative interactions among transportation efficiency and infrastructure investments (including Intelligent Transportation Systems); energy use; economic development; business and housing location and cost; access to jobs, services, and centers of trade; and environmental impacts. It will develop a technical analysis framework and methodology to enable policy testing to support and better inform decision-makers on the impacts of their decisions. This would include an increased capability in modeling land use impacts of transportation infrastructure, and tools and analysis methods that integrate the interactions of transportation, environmental, and economic strategies on mobility, social equity, energy use, environmental quality, and economic growth.

**ACTION #6: Regional Indicators**

**Issue:** In regions such as the Cleveland metropolitan area, local civic, business, and community groups are compiling sets of indicators designed to a) assess current economic, social, and environmental conditions; b) determine the region's economic, social, and environmental endowment that can be the basis for sustainable development; and c) allow a region to assess the effectiveness of its policies and to compare its performance with other regions.

**Action:** The Council on Environmental Quality will chair a working group that will include representatives of the National Partnership to Reinvent Government, the Interagency Working Group on Sustainable Development Indicators and the Federal Geographic Data Committee to provide technical assistance to communities and regions that wish to develop indicators, benchmarks, or other performance measures to inform local decision-making processes.

**GETTING THE INCENTIVES RIGHT.**

The federal government will provide incentives to make it easier for communities that wish to pursue smart growth policies and regional approaches to problem-solving.

**ACTION #7: Innovative Finance for Smart Growth**

**Issue:** The nation has made a huge investment in infrastructure for water, sewers, roads, mass transit, energy, and telecommunications that is critical to the American economy. Suburban sprawl drives investment in new roads, water lines, and sewers at the fringe of metropolitan regions. But declining population in older communities cannot keep up with the demand for reinvestment to maintain existing infrastructure, resulting in the creation of stranded assets. By providing innovative financing tools to facilitate reinvestment in existing communities, the federal government can help regions to grow smarter through the more productive use of existing infrastructure.

**Action:** DOT will chair an interagency coordinating committee to assist communities with reinvestment in infrastructure by extending credit enhancement tools. The use of

The energy-related investment finance

Replace w/ grant program

DOE program income -

such tools will be guided by a "fix it first" philosophy that targets resources to the increased performance of existing infrastructure. These credit enhancement tools will use authorities available under the Transportation Equity Act for the 21st Century (TEA-21) to leverage local revenues to invest in infrastructure to achieve goals related to transportation access, welfare to work, housing, and clean air and clean water.

#### **ACTION #8: Air Quality Credits for More Livable Communities**

**Issue:** Development in cities utilizing existing infrastructure has environmental benefits when compared with development in outlying suburbs. For example, a recent EPA study demonstrates that developing infill sites rather than "greenfield" sites on the fringe of a currently developed area results in lower vehicles miles travelled, translating into lower emissions increases. Where this air quality benefit occurs, cities and states should be able to capture these benefits and apply them to requirements under the Clean Air Act.

**Action:** EPA will operate a pilot project in cooperation with cities, counties, and states to explore innovative ways in which cities can capture the air quality benefits of sustainable development, including programs for light rail development, local clean airport projects, and pedestrian-friendly measures. In partnership with other agencies, EPA will determine how to capture the benefits of urban redevelopment under the Clean Air Act, and use the findings of the Clean Air/Brownfields Partnership Pilot to develop methodologies that can be replicated elsewhere.

#### **ACTION #9: Support for Location Efficient Mortgages**

**Issue:** Household transportation costs vary depending upon a location's access to transit. Locations with few transportation choices and long distances between homes and other destinations often require households to own an additional car, which increases household transportation costs by as much as \$300 per month. Conversely, locations with access to transit allow households to avoid this additional \$300 per month expenditure. However, the marketplace does not currently recognize the economic benefits of location efficiency. Mortgage lenders do not consider the savings resulting from location efficiency when determining the size of a mortgage for which potential buyers will qualify. As a result, the benefits of location efficiency are not reflected fully in the financing package, foregoing an economic incentive for locating in transit-rich environments. Recently the Federal National Mortgage Association (Fannie Mae) approved a limited experiment with Location Efficient Mortgages in Chicago.

**Action:** EPA, DOE, and DOT will continue to support research and piloting of the location efficient mortgage concept. In addition, research efforts should be expanded to identify an easily measured surrogate for location efficiency, such as density. In so doing, lenders would be able to identify areas of location efficiency more easily and with less expense.

**ACTION #10: Implementing Conservation Incentives of Taxpayer Relief Act**

**Issue:** The Taxpayer Relief Act includes the first new tax incentive for land conservation in over decade and can assist in decreasing urban sprawl by targeting ;and that is closer to metropolitan areas. To qualify, the land must be within 25 miles of metropolitan area or national park or wilderness areas, or within 10 miles of an "urban national forest." Many of the specific of how the conservation incentive provisions work need to be clarified in implementing rules and regulations.

**Action:** USDA will conduct a national inventory to identify "urban national forests." In developing the rules and regulations, the Department of Treasury will work to clarify that heirs can: donate conservation easement and receive the same benefit as if the easement had been donated by the decedent; assure that the easement becomes permanent and not subject to disqualification; and determine the value of retained development rights at time of donation.

**ACTION #11: Developing New Economic Statistics to Measure Reinvestment**

**Issue:** Government statistics tracking the economy and economic development focus almost exclusively one new construction --both commercial and residential (like "housing starts") --and ignore renovation of existing structures and Brownfields redevelopment. This underestimates the boost to the economy that is received through community revitalization projects, and in turn discourages the financial and business industry from recognizing the opportunities available in these markets.

**Action:** The Department of Commerce will develop statistical barometers to capture reinvestment in the renovation of commercial and residential projects and Brownfields redevelopment.

**ACTION #12: Improving Regional and Local Food Systems** *to preserve farmland*

**Issue:** Creating alternative marketing channels for locally grown foods offers an opportunity to supply urban and suburban markets with fresh foods and maintain economically viable small farm operations in nearby rural areas. Alternative marketing channels are often based on building face-to-face relationships between farmers and local consumers, retailers, restaurants, and institutional markets. Examples include farmers markets, community/church supported agriculture, on-farm marketing, subscription farming, urban agriculture, and direct marketing, such as farm-to-chef and farm-to-school. These channels can provide an important linkage for small farms as suppliers of fresh, nutritious produce for low-income people in urban areas.

**Action:** Federal loans and grants will be provided to small-scale farmers, cooperatives and institutions who link local small farm production with local consumers. USDA will promote and enhance food stamp use at farmers markets and community food security projects; develop policies to support and encourage urban agriculture; explore and expand the potential link of local sources of food with local institutional food services and procurement policies that give priority to local purchasing of fresh farm and food products at Federal food institutions; provide additional options for purchasing food by

*had partner w/ community*

*Can potentially help farmers w/ business so can maintain farms*

inner city residents by fostering inner city supermarkets and farmers markets and transportation to and from these markets; target technical assistance and program funding to develop farmer owned and operated value-added processing and marketing enterprises to serve local and regional food system.

### ENCOURAGING COLLABORATION

The federal government will encourage inclusive decision-making processes that empower and bring together people within and across cities, suburbs, and rural areas in a spirit of cooperation to build stronger communities and regions.

#### ACTION #13: Creating a Design Lab on Regional Cooperation

**Issue:** There is a growing consensus that metropolitan regions may be the most effective scale to implement strategies to address a wide range of challenges that cross local jurisdictional boundaries. The successful creation of regional partnerships will require experimentation that will bring together a wide range of local stakeholders to design and implement locally-driven strategies.

**Action:** The Administration will enter into a partnership with the Alliance for Redesigning Government and several national foundations to sponsor a Design Lab on Regional Cooperation. The Design Lab will engage six to eight regional teams from across the country in a carefully structured process. The regional teams will comprise a representatives of state and local government, the private sector, community-based organizations, local foundations, as well as individual citizens. Selected through a national competition conducted by the Alliance, each team will craft a performance-based action plan to address a specific concern to the region. The process will emphasize the importance of the training of team members to encourage the creation of the effective long-term working relationships that will be necessary for the successful implementation of regional strategies. A team of federal agency representatives will participate as partners in the process. All of the regional teams will meet together 3 times over an 18 month period in highly structured working sessions to share ideas, overcome similar obstacles, and build a national network of regional practitioners.

Competition  
Priority

#### ACTION #14: Collaboration in the Washington Metropolitan Region

**Issue:** The Washington, D.C. metropolitan regions can be used as a laboratory for experimenting with collaborative approaches to problem-solving on a metropolitan scale.

**Action:** The Administration will experiment with metropolitan approaches to problem-solving in the Washington, D.C. metropolitan region when the goals of the Administration's D.C. Initiative can be furthered through cooperative regional efforts that also benefit the Virginia and Maryland suburbs.

STP  
Energy - rebuild school  
Cooperation summit  
HOP 21 Higher education

#### ACTION #15: Coordinated Federal Disaster Policy

**Issue:** In addition to collaboration (a) between the federal government and metropolitan

Relief

Western  
River  
Changestudy  
14 Training  
standards  
6/15/98  
5/11/2000

regions, and (b) among cities, suburbs, and rural areas within a region, collaboration across agencies of the federal government is also critical to employing place-based approaches to decision-making. One area in which experimentation with interagency cooperation could be useful is in federal disaster policy.

**Action:** The Federal Emergency Management Administration will lead a two-pronged interagency effort to coordinate federal disaster policy in two specific areas: (1) With regard to pre-disaster planning, FEMA will work with DOE, NOAA, SBA, HUD, DOT, USGS, the Army Corps of Engineers, and other federal agencies, and the emergency management community at all levels to address natural hazard risks in communities prior to disasters. This should be achieved through the implementation of locally-driven, consensus-based initiatives designed to help communities identify their vulnerabilities, develop priorities for addressing that risk, and taking steps to become more sustainable through increased disaster resistance; and

(2) With regard to post-disaster recovery, FEMA will work in partnership with other federal agencies, such as DOE, EPA, DOC, SBA, DOT and HUD to assemble a team of agency personnel with expertise in sustainable development to help states and communities incorporate innovative technologies and practices during the immediate reconstruction phase after a disaster.

**Welfare to Work.** DOT is fostering transportation connections that connect welfare recipients to concentrations of jobs outside traditional city centers. Without good connections, there will be more pressure for them to move out of urban core and rural areas, exacerbating suburban sprawl. The newly announced Job Access and Reverse Commute grant program will help states and communities bridge the transportation gaps that prevent welfare recipients and other low income people from getting to work. This program will leverage other public and private sector funding with a dollar for dollar match to make the best use of existing resources in helping welfare recipients and other low income people get and retain jobs.

**National Agenda for the Transportation Needs of an Aging Society.** One of the fastest growing segments of our society is that of older adults, who are enjoying longer, healthier lives. With the 50 percent growth in those over 65 expected by 2020, we must concern ourselves now with the need to assure their continued independence and mobility in their later years. The Department of Transportation is developing a National Agenda that will become a blueprint of needed actions and priorities, to assure we meet the transportation needs of our growing numbers of older Americans in their golden years. This will be done in conjunction with the United Nations Year of Older Persons.

Access to Jobs; Reverse Community

- \$15M in FY 99

- matching funds

- (Other Fed funds can be used as part of match)

- non-ITs, local govts transit

- welfare recipients & other low-income

- Secy just announced the  
Competition - Oct. 22

- Proposals due Dec. 31

- Will announce awards in  
Feb.

# New or expanded Plans systems

- Shuttle Service
- Expanded Bus Service — e.g. <sup>or Van</sup> night shift
- demand-responsive service

Reverse Commute

up to  
(\$10M)

- general purpose trans. to  
suburban jobs for

any

## Nat. Agenda

• will bring down mtg to discuss the  
problem/challenges.

- medical

- safety community

• driver assessment

• ~~manuals of best practices~~

• Nov '99 - Int'l. Conf. at NIA

• Int'l. Year of Older Person

---

## Agenda:

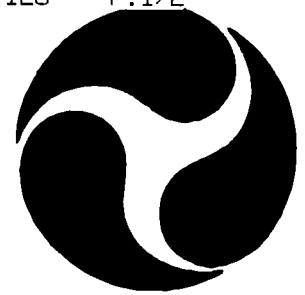
- research

- showcase best practice

-

## Mobility & Safety

• seniors  
- some don't feel comfortable using  
transit



U.S. Department of Transportation  
Office of the Secretary (P)  
400 Seventh Street, SW  
Washington, DC 20590

**FAX TRANSMITTAL SHEET**

**OFFICE OF TRANSPORTATION POLICY DEVELOPMENT**

TO: Dorothy Robyn TEL. \_\_\_\_\_

\_\_\_\_\_ FAX \_\_\_\_\_

FROM: Bob Clarke TEL. 366 6167

\_\_\_\_\_ FAX. 202-366-7618

NUMBER OF PAGES TO FOLLOW: \_\_\_\_\_

SPECIAL REMARKS OR INSTRUCTIONS:

*Additional information per  
our discussions yesterday*

## **Task Force on Environmental Health and Safety Risks to Children**

- Established by Executive Order 13045, April 1997
- Sec. Shalaha (DHHS) and Administrator. Browner (EPA) Co-Chair the Task Force
- Four Primary Target Areas have been identified:
  - Cancer
  - Asthma
  - Developmental Disabilities
  - **Unintentional Injuries (UI)**
- **Ric Martinez** co-chairs the UI group, along with Mark Rosenberg of CDC, and Pamela Gilbert of CPSC
- Unintentional injuries are the single largest cause of death (41% of the total) for children under the age of 14 -- and **deaths in motor vehicles account for one-half of that total (20% of all deaths of children under age 14).**
- The Unintentional injury portion of this effort is focusing on safety promotion, research, and education on:
  - NHTSA
    - Child Safety Seat Use (Newborns to 40 lbs)
    - Booster Seat use (children 40-80 lbs.)
    - Bicycle Helmets
    - Pedestrian Safety
  - CPSC
    - Household Fires
- The Executive Coordinating Committee which is guiding the development of this effort, is focusing on preparing a coordinated FY00 budget submission requesting additional funding to address this issue. In the interim, each agency is preparing to support the effort, albeit at significantly reduced levels, with their existing funding resources.

- In 1997, 32,213 occupants of passenger cars were killed in motor vehicle related crashes; in fatal crashes, only 56 percent of the occupants were restrained.
- The President's national goals are to increase seat belt use to 85 percent by 2000, and 90 percent by 2005 and reduce child passenger (0-4) fatalities by 15 percent by the year 2000 and 25 percent by 2005.
- In the past year we have made tremendous progress towards these goals;

**child passenger fatalities (0-4) were reduced by over 7.5 percent**

**Seat belt use rates increased and average of over 4 percentage points in the 9 states (and D.C.) which have reported their 1998 rates**

**TEA-21 belt incentive program implemented: \$500 million directly to the states for programs designed to increase seat belt use and child safety seat use.**

**Operation ABC: mobilizing America to Buckle Up Children conducted: over 6 million addition people buckled up; if sustained, this increase will save an estimated 670 lives per year.**

- When the year 2000 goals are reached, and estimated 4,194 deaths and 102,518 injuries will be prevented each year, translating to an annual savings of approximately \$6.7 billion.
- 16 States now have primary seat belt use laws. We are working to get all states to adopt these laws.
- CA has now achieved a seat belt use rate of 90 percent, the first state to do so.
- 12 states have now reported their 1998 seat belt use rates. 7 states now have seat belt use rates of 80 percent or more.

## STATE HIGHWAY SAFETY LAWS .08 BAC PER SE

September 30, 1998

<u>State</u>	<u>Enactment Date</u>	<u>Effective Date</u>
Alabama	07/31/95	10/01/95
California	1989	01/01/90
Florida	04/27/93	01/01/94
Hawaii	06/30/95	06/30/95
Idaho	03/17/97	07/01/97
Illinois	07/02/97	07/02/97
Kansas	04/22/93	07/01/93
Maine	04/28/88	08/04/88
New Hampshire	04/15/93	01/01/94
New Mexico	03/19/93	01/01/94
North Carolina	07/05/93	10/01/93
Oregon	08/04/83	10/15/83
Utah	03/19/83	08/01/83
Vermont	06/06/91	07/01/91
Virginia	04/06/94	07/01/94
Washington	03/30/98	01/01/99

**Total States 16**

U.S. Department of Transportation, Washington, DC 20590  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
Traffic Safety Programs (202) 366-4892

- In 1997, 41,967 people were killed in Motor Vehicle crashes; 16,189 were alcohol related and of those 2,209 were youth.
- A national goal has been set to reduce alcohol-related to no more than 11,000 by 2005.



U.S. Department of Transportation  
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NUMBER OF PAGES TO FOLLOW: 2

**SPECIAL REMARKS OR INSTRUCTIONS:**

*Try this for starters. The  
Theme is to keep up this good  
work.*

DOT/NHTSA working w EPA & NHTS on  
interagency for children's safety

NHTSA

Consumer ~~Product~~ Product Safety Commission

NHTS (CDC)

EPA

- unintentional inj<sup>s</sup> - auto accidents  
- fires

- asthma

childhood cancer

sever. disabilities

Program \$ will start in FY 2000, but  
will begin <sup>work</sup> this year.

child safety seats (up to 2-3)

booster seats (4 to 7-9) - raises them higher  
bike helmets

Safe Communities Program

There's been a lot of emphasis  
on infant safety seats - not much  
on booster seats

---

Fatal accident rate

~~down~~ | down from multi-year plateau  
| from 1.7 to 1.6 ~

- testament to safer cars

seat belt initiatives

drunk driving "

---

Putting out all stops to meet goal of  
saving 4,000 lives

---

85% by 2000

90% " 200X

---

We're down to the hard-core - the last  
30%

- Primary seat belt

grad betts:

2.

— Buckle-Up America —

— Enforcement —

Bully put pot

Enforcement community  
needs to be educated  
; culture Δ

alcohol

— Enforcement ~~XXXXXXXXXX~~

— education & promotion