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RATING THE STATES



A Report Card
on the Nation's
Attorney General
The
problem of
and

Clinton Presidential Records Digital Records Marker

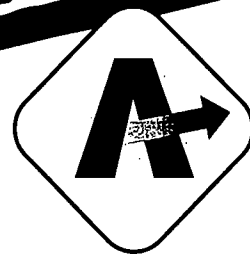
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THE Safety ADVOCATE

December 1996 Volume 7, Number 3



A PUBLICATION OF ADVOCATES FOR HIGHWAY AND AUTO SAFETY

POLL RESULTS SHOW CONVINCING SUPPORT FOR STRONG GOVERNMENT ROLE IN HIGHWAY SAFETY

Decisive majorities of Americans believe it is important for the federal government to assert a strong role in highway and auto safety, according to a recent Louis Harris poll commissioned by Advocates for Highway and Auto Safety and released at a September 3 news conference.

The poll is an in-depth study of the attitudes of the American people on highway and auto safety. In all, a cross-section of 1,000 adults were surveyed. The period selected for interviewing was May 22 through June 1, 1996.

The poll measured public opinion on a broad spectrum of leading state and federal highway and auto safety concerns. The survey shows that despite the conventional wisdom that Americans want the federal government "off their backs," 87 percent of Americans feel it is important to have federal involvement in areas of highway safety. Among the key findings:

94 percent say it is "important" to have federal regulations of car safety standards, with 77 percent saying it is "very important";

91 percent want federal regulation of large truck safety on the highways;

91 percent want federal involvement in assuring safe highways;

80 percent want a federal presence in passing laws which mandate safety belt use;

77 percent support a federal mandate requiring the wearing of motorcycle helmets.

"Taken as a whole, these results show a clear public concern over abandoning the longstanding federal role in highway safety," said Lou Harris. "There are not many areas that affect the life of the American people where such a clear-cut mandate for a federal presence is so strongly felt."

The survey also addressed many specific areas of highway

safety, including the issue of safety belts. Safety belt use in the nation has reached a plateau of about 68 percent. Usage is typically higher in states that have "primary enforcement" safety belt laws. "Primary enforcement" allows a police officer to cite any motorist that is not wearing a safety belt. Currently, only 11 states have "primary enforcement" belt laws. The remainder have "secondary" laws that require a law enforcement officer to first stop a vehicle for another traffic offense before being able to write a ticket for the safety belt violation.

There is a growing movement to encourage states to strengthen their safety belt laws by upgrading them to "primary enforcement" status. States that have done so have seen their usage rates jump anywhere from 10 to 15 percent just by passing the law. According to Harris, "Public opinion is essentially split over the question of 'primary enforcement' belt laws." The poll found that by 51 percent to 46 percent, a slim majority opted against primary enforcement of safety belt laws.

This lack of strong support for such legislation may stem from the fact that the idea of "primary enforcement" is a new concept to most people and they do not realize that every highway safety law in the nation is "primary enforcement" except for safety belt laws in most states.

On the issue of speed limits, 73 percent of Americans believe that the federal government should be concerned with excessive speed on our highways. In addition, 64 percent are worried that higher speed limits will contribute to even more aggressive driving, and 66 percent are concerned that highway crashes will increase as a result of higher limits.

With regard to vehicle safety, the poll found that by 51 percent to 37 percent, a majority of the public feels that sport utility vehicles are not as safe as most passenger cars, and a 75 percent to 19 percent majority flatly say they would be willing to pay extra for improved protection in all cars.

For a complete copy of the poll, please call the Advocates office at (202) 408-1711. ☎

NEW MEMBERS SOUGHT FOR ADVOCATES "SAVED BY THE AIR BAG" CLUB

Inside

"Advocates Launches Kids, Cars and Crashes Campaign"

"Highway Safety Leader Award Recipients"

"DOT FY '97 Bill"

As the spotlight has heated up on the topic of airbags in recent months, greater attention has also been placed on Advocates' "Saved By The Air Bag" Club that was first formed in 1991.

The club is a free membership organization for those who have escaped death or serious injury thanks to an air bag. The purpose of the Club is to highlight the lifesaving benefits of air bags.

Recently, phone calls have been pouring in from the press wanting to interview saved by the air bag club

members in their state or community. Now is an excellent time to expand the club—especially to those individuals who were saved by passenger side air bags. Many more passenger side air bags are manufactured today than in 1991.

Air bags in combination with lap/shoulder safety belts provide the greatest protection possible in the event of an automobile crash. Air bags saved 1,136 lives from 1986 to 1995, according to the National Highway Traffic Safety Administration.

If you or someone you know, such as a co-worker, neighbor, relative or friend, has been in an air bag crash, please call 1-800-659-BAGS today to receive an application, or fax the name, address and/or telephone number of the crash survivor to Advocates for Highway and Auto Safety at (202) 408-1699 and we will send them an application. Thank you. ☎

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**SIGNS
OF
SUCCESS...**

REASONS THE ADMINISTRATION SHOULD INCLUDE TRUCK SIZE AND WEIGHT FREEZE LEGISLATION IN ISTEAL II

- ⊕ The Department has consistently pledged that safety is its highest priority. Supporting a truck size and weight (TSW) freeze on single unit trucks is the Department's best opportunity to demonstrate its commitment to highway safety. Public opinion overwhelmingly supports a freeze on truck size & weights (TSW). Advocates for Highway & Auto Safety (Advocates) has commissioned two public opinion polls which confirm that Americans do not want to share the road with larger and heavier trucks. 90% of the American public opposes big trucks.
- ⊕ Almost 5,000 people are killed each year in big truck crashes and more than 20,000 people are seriously injured in such crashes each year. According to the Insurance Institute for Highway safety eighty-seven percent of people killed in crashes involving large trucks were occupants of a passenger vehicle, pedestrians, bicyclists and motorcyclists.
- ⊕ Last year, 58 Members of the Senate and 232 members of the House of Representative wrote to the Department expressing their opposition to allowing bigger trucks into the US as a result of NAFTA, and to any relaxation of the longer combination vehicle (LCV) freeze enacted in the 1991 ISTEAL bill. Rep. Jim Oberstar, (D-MN), the ranking member of the Transportation & Infrastructure Committee has introduced H.R. 551, the Safe Highways and Infrastructure Preservation Act of 1997, which would freeze existing state truck weight laws and limit the length of a single trailer to 53 feet, the current industry standard. There is strong bipartisan support in both the House and Senate for this legislation.
- ⊕ Despite the enormous investments in highway infrastructure (well over \$100 billion) as a result of ISTEAL 1, FHWA's "Critical Highway Needs Study" shows a growing backlog of unmet needs. The study indicates a steady increase in sub-standard roads and a substantial increase in the level of funding necessary to adequately address the problem. The study indicates that combining the reported highway and bridge requirements yields an annual \$54.8 billion cost just to maintain current conditions and a \$74 billion cost to improve conditions.
- ⊕ DOT's own data strongly suggests that large trucks cause abnormally higher damage rates to highways, accelerate the deterioration of pavement and bridges, consume more fuel and pollute more than other modes of transportation, create more congestion than rail, resulting in more air and noise pollution. At a time when the domestic discretionary budget is shrinking, it is imperative that the Department take a stance that is fiscally responsible, protects the environment and enhances safety. DOT should ensure that steps are taken to protect the investment that has been made to the priority national highway system (NHS.) The pressure to increase spending on transportation infrastructure while at the same time trying to achieve a balanced budget by 2002 only reinforces the need to protect the investments that have been made on the most important part of the national highway system.
- ⊕ Only the Federal government has capacity to protect the public safety and the taxpayer investment in the face of economic pressure from powerful and well-financed special trucking interests. There has been a consistent erosion of truck safety standards across the board since ISTEAL was passed as a result of a series of exemptions, permitting, pilot programs and demo projects. The TSW freeze would set the current system in place, allow no further erosion of safety standards and protect the Clinton Administration's highway infrastructure investment.

THE NEED FOR A STRONG SAFETY COMPONENT IN THE ISTEA REAUTHORIZATION

Since the Intermodal Surface Transportation Efficiency Act (ISTEA) became law in December 1991, more than 160,000 Americans have died on our highways and 12 million more Americans have suffered serious injuries -- at an economic cost of *\$150 billion each and every year*.

- In 1995, 41,798 people died in motor vehicle crashes and another 3 million were injured. This is an increase for the third year in a row. *This is the equivalent of a major airline crash every single day.*
- Motor vehicle crashes are the leading cause of death and injury for the nation's youth. In 1995 alone, 9,110 children under the age of 21 were killed on our highways.
- There was a 4% increase in alcohol-related deaths. *Drunk driving fatalities were up for the first time in this decade.*
- In 1995, 4,815 people died in truck crashes. More than 85% of the fatalities were people in cars, pedestrians, motorcyclists and bicyclists.
- The National Highway System (NHS) Act repealed important highway safety measures. Twenty-four states now have speed limits of 70 mph and above, and media reports show that in many states *deaths are going up on these high-speed roads.*
- Air bag deaths and injuries for children and small stature adults is a national safety concern. *The immediate solution is buckling up children in the back seat and yet 30 states have gaps in their child restraint laws.*

In May, 1996, Advocates for Highway and Auto Safety commissioned Louis Harris to conduct a public opinion poll about the importance Americans place on highway and auto safety issues and the role of government to safeguard the public in this area.

- 9 out of 10 Americans want the federal government to play a strong leadership role in highway safety, similar to food safety and aviation safety.
- 91% believe federal involvement in assuring safe highways is important, with 78% saying such a role is very important.
- 80% expressed that a federal presence is important in passing laws that mandate safety belt use, with 61% saying federal involvement in this area is very important.
- 91% feel that federal regulation of large truck safety on the highways is important, with 74% viewing federal intervention as very important.
- 94% of those surveyed said it is important to have federal regulations of car safety standards, with 77% stating such a presence is very important.

With this high level of public support for the federal government to take action, Congress stands now at a crucial juncture for highway and auto safety, the reauthorization of ISTEA. As the rate of deaths and injuries in motor vehicle crashes continues to climb, ISTEA provides the opportunity to reverse this trend.

HIGHWAY SAFETY PRIORITIES FOR ISTE II

MOTOR VEHICLE AND TRAFFIC SAFETY PROGRAMS

CREATE A STABLE AND GROWING FUNDING BASE FOR TRAFFIC SAFETY PROGRAMS

- ◆ Designating 1/2 cent of the federal gas tax or a percent of all highway construction expenditures for safety programs would ensure program stability and growth.
- ◆ Annual funding for these and other highway traffic safety programs should grow to \$500 million by the year 2000.
 - Establish a grant program (\$85 million to \$100 million) to fund an enforcement campaign of traffic safety laws similar to North Carolina's "Click It or Ticket" program.
 - Increase funding for Section 402 Highway Traffic Safety Grants and Section 410 Alcohol Incentive Grants programs.

ENCOURAGE STATES TO ADOPT PRIMARY ENFORCEMENT AND .08 BLOOD ALCOHOL CONTENT (BAC) LAWS

2200 lives

500-600 lives.

OPTIONS:

- ◆ Include a factor in the highway apportionment formula that rewards states with these laws.
- ◆ Increase federal funding match ratio (85/15 or 90/10) to reward states with these laws.
- ◆ Sanction states without both laws by withholding money from the Highway Trust Fund similar to the zero tolerance BAC provision enacted in the NHS bill.

ENACT A NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA) REAUTHORIZATION BILL THAT ADVANCES SAFETY

TRUCK SAFETY

FREEZE TRUCK SIZES AND WEIGHTS ON THE NATIONAL HIGHWAY SYSTEM (NHS)

26 states had longer combination doubles - grandfathered in.

CONTINUE LONGER COMBINATION VEHICLE (LCV) FREEZE

OPPOSE ANY CHANGES OR EXEMPTIONS IN FEDERAL TRUCK HOURS-OF-SERVICE RULES THAT ALLOW MORE CONTINUOUS, DAILY, WEEKLY DRIVING HOURS

TRANSPORTATION RESEARCH AND TECHNOLOGY

EARMARK \$20 MILLION ANNUALLY IN INTELLIGENT TRANSPORTATION SYSTEM (ITS) FUNDS TO ACCELERATE RESEARCH THAT ADVANCES "SMART AIR BAG" TECHNOLOGY



ADVOCATES
FOR HIGHWAY
AND AUTO SAFETY

URGENT

FAX TRANSMISSION SHEET

DATE: 2/21/97

TO: Elizabeth Drye

FAX #: 456-7028

FROM: Jackie Gillan

PAGES TO TRANSMIT (INCLUDING COVER SHEET): 3

COMMENTS:

Elizabeth,
Jan Claybrook asked me to send this to you per to
our 4pm meeting. Thank you for agreeing to meet with us.
Jackie Gillan

Please phone 202/408-1711 if there is difficulty receiving this material.

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ADVOCATES
FOR HIGHWAY
AND AUTO SAFETY

HIGHLIGHTS OF FINDINGS

"A Survey of the Attitudes of the American People on Highway Safety"

**A PUBLIC OPINION POLL CONDUCTED BY
LOUIS HARRIS
for
ADVOCATES FOR HIGHWAY & AUTO SAFETY**

MAY, 1996

INTRODUCTION

Advocates for Highway and Auto Safety (Advocates), a leading national highway safety advocacy group, is an alliance of consumer, health, safety and insurance groups working together to advance highway and auto safety. In May, 1996, Advocates sought to determine how Americans feel about specific highway and auto safety issues, policies and programs. To do so, Advocates commissioned a well-known national pollster, Louis Harris, to survey a cross-section of 1,000 adults during the week of May 22-June 1, 1996.

A broad spectrum of issues was covered and great emphasis was placed on how important Americans feel the government role (both federal and state) should be in setting standards and passing policies and legislation.

I. Government Presence in Highway and Auto Safety

Despite conventional wisdom that the public wants less government involvement in regulatory matters, decisive majorities of Americans feel it is important for the government to play a strong role in highway and auto safety regulations.

Among the key findings in this area:

-- 94% say it is important to have federal regulations of car safety standards, with 77% stating such a presence is very important.

-- 91% feel that federal regulation of large truck safety on the highways is important, with 74% viewing federal involvement very important.

-- 91% believe federal involvement in assuring safe highways is important, with 78% saying such a role is very important.

-- 87% say it is important to have the federal government setting strict rules about food and product safety, highways and airline safety, and safety on the job, with 62 citing such regulation as very important.

-- 80% feel a federal presence is important in passing laws which mandate safety belt use, with 61% saying federal involvement in this area is very important.



-- 77% believe it is important for the federal government to pass laws to get people to wear motorcycle helmets, with 61% stating such laws are very important.

-- 73% say a federal presence in controlling excessive speed on highways is important, with 47% stating this presence is very important.

-- 72% believe it is important to have the federal government setting safe speed limits, with 48% stating that this role is very important.

II. Strong Support for Youth Highway Safety Issues

More than 9,100 Americans under the age of 21 were killed in highway crashes in 1995. Highway crashes are the leading cause of death and injury of Americans under the age of 30. Therefore, a central focus of the poll dealt with young people. The poll showed that the public wants the most government involvement in areas that affect youth, such as strengthening and enforcing child safety seat laws, underage drinking and impaired driving, and graduating licensing.

A. Child Restraint Laws

-- By 84% to 14%, a decisive majority of the adult public favor making it mandatory for all states to require that all children traveling in vehicles operated by *anyone*, not just their parents, no matter where "the children are riding must be buckled into special children's safety seats.

-- By an even higher 90% to 6%, the public nearly unanimously believes that "all people driving children, whether they are related to the children or not, should be made responsible for ensuring that the children are properly belted in."

B. Underage Drinking and Impaired Driving

-- A 91% to 7% majority favors passage of uniform laws, under which, "when teenage drivers test positive for any alcohol, they are subject to *immediate* revocation of their driver's license, and will be subject to strong penalties for driving under the influence." Among the youngest group, those 18 to 19, an 88% to 12% majority support such laws.

-- By 78% to 18%, a majority of adults nationwide oppose any effort "to roll back the legal drinking age from 21 years of age." Among those under 30, a smaller but still substantial 65% to 31% majority also opposes any such downward change.

C. Graduated Licensing

On the proposal to enact graduated licensing laws to phase in the full driving privilege for teens, the Harris poll questioned the public on several key components of the proposed law:

-- An overwhelming 89 percent to 8 percent majority supports teen drivers holding a learner's permit for at least six months before they qualify for a license and that an adult driver must be in the vehicle with the teenagers. Seventy-seven (77) percent of young people agreed.

-- 79 percent favors a teen driver moving up to a restricted license for six months to a year after taking a behind-the-wheel test. A 2 to 1 majority of young people agree.

-- A majority of 88 percent to 9 percent agree that "finally, if after a year or so, the teenager has not violated speed or drinking-when-driving laws, the teenager will be issued a full driver's license." And, 79 percent of teens agreed.

-- By 62 percent to 30 percent, a substantial majority of American people agree with the provision that "a young driver, for the first six months of licensure would not be permitted to drive after 10pm or 11pm." A clear 56 percent to 39 percent majority of young people disagreed.

-- The last area tested specified that "when first licensed, young drivers would not be allowed to transport other teenagers without an adult being present." A narrow 49 percent to 42 percent of the public agrees. A clear-cut 65 percent to 35 percent of teenagers disagree.

III. Automobile Safety and Consumer Information

Automobile safety is clearly in the forefront when it comes to selecting a new car in the 90s. The American people want safety features in their cars and passenger vehicles, including sport utility vehicles (the fastest growing segment of the new car market) and are willing to pay for such safety features. Furthermore, consumers want crash test results and other safety information available to help them make their purchasing decision.

-- By a clear 51% to 37%, a majority of adult Americans is convinced that "sport utility vehicles are not as safe as most passenger cars." About 1 in 3 (30%) believe they are "as safe as most passenger cars," and a small 7% feel they are "safer." A sizable majority of 57% of all women feel sport utility vehicles are "not as safe," compared with a smaller 44% plurality of men who share that view.

-- A 75% to 19% majority flatly say they would be willing to pay \$200 to \$300 more for a car "that has better safety systems to prevent rollover, better roof crush protection, improved padding on the interior of the car, and better side protection.

-- An 85% to 11% majority of those surveyed want to see all purchasers of passenger vehicles have the government safety ratings of the vehicles (from crash tests) they are contemplating buying at the point of sale.

IV. Large Truck Safety

In the wake of the North American Free Trade Agreement (NAFTA) pressure and other efforts to allow larger trucks and more consecutive hours of driving of trucks on the highways, the public adamantly opts for no compromises with current regulation of trucks on the nation's highways.

-- By 83% to 13%, a majority of the public is opposed to the move to change the number of consecutive hours that a truck driver is allowed to drive on a highway from the current 10 hours to 12 hours.

-- 80% are fully convinced that "trucks pulling two or more trailers are less safe than trucks pulling only one trailer."

-- By an even higher 88% to 7%, a majority also is opposed to allowing bigger and heavier trucks on the highways.

V. Safety Belt Use

While 49 states currently have safety belt laws, most are weaker or "secondary enforcement" laws that require police to issue a ticket for some other violation before a safety belt ticket can be written. The public is split down the middle on the proposal that these laws be upgraded to "primary enforcement" status where police are allowed to stop a driver solely for not wearing a safety belt.

-- By a close 51% to 46%, a majority opposes such a change to primary enforcement of safety belt laws.

-- Support for giving law enforcement officers the power to make such a change to primary enforcement of safety belt laws runs highest among suburban residents (52% in favor), women (51%), those 65 and over (59%), those with postgraduate degrees (56%), Democrats (53%), and Latinos (56%).

-- Most opposed are men (58% opposed), residents of the East and Midwest (54%), residents of small towns and rural areas (56%), young people under 30 (58%), political independents (57%), and Republicans (55%).

VI. Speed Limits and Aggressive Driving

The National Maximum Speed Limit (NMSL) was enacted by Congress in 1974 in response to a national energy crisis. However, one of the unanticipated benefits of the 55 mph speed limit was the dramatic drop in highway deaths. In 1995, Congress repealed the NMSL thereby allowing states to set their own interstate speed limits. As the following results show, while Americans support giving states this power, they are also concerned with the safety implications of the repeal.

-- By a 62% to 33% margin, a 2 to 1 majority of the American people support giving states the power to set whatever speed limits they want, including taking them off entirely.

-- However, a 66% to 29% majority of the public believes that accidents and deaths on the highways will rise again as a result of the repeal.

-- And a 64% to 31% majority feels that higher speed limits will contribute to even more aggressive driving.

CONCLUSION

Clearly now is not the time for the government to "back off" in the area of highway and auto safety. Highway deaths have increased each year since 1992. Last year, 41,798 Americans were killed and an estimated five million others were injured in highway crashes. Support for effective highway and auto safety policies and programs is as strong as ever. At a time when deaths on the highways are increasing, Americans want the government to remain involved in setting safety regulations that affect their safety and the safety of their families and friends on the highways.

58 SENATORS AND 232 HOUSE MEMBERS:

- oppose increasing truck size and weights as a result of North American Free Trade Agreement (NAFTA) negotiations, and
 - oppose any thaw of the Longer Combination Vehicle (LCV) freeze enacted in 1991.
-
-

Congress of the United States
House of Representatives
Washington, DC 20515

June 17, 1996

The Honorable Federico Peña
The Secretary
U. S. Department of Transportation
400 Seventh Street, S.W.
Washington, DC 20590-0001

Dear Mr. Secretary:

We wish to express our deep concerns about proposals to use the North American Free Trade Agreement harmonization process as a lever to increase the U.S. maximum truck size and weight limits and to "thaw" the Longer Combination Vehicle (LCV) freeze.

During consideration of NAFTA in 1993, H.Con.Res 107 was introduced expressing Congress' intent that the Secretary of Transportation "shall not weaken U.S. truck safety standards by increasing truck size and weights" when negotiating with Canada and Mexico on land transportation issues. The Resolution garnered 141 cosponsors.

Nevertheless, in the current negotiations on the North American truck size and weight standards, both Canada and Mexico are advocating expanded use of larger and heavier trucks. Proposals have been promulgated to establish special "LCV Corridors" such as the proposed Canamex corridor on Interstate 15, and the I-35 corridor which runs from the Minnesota/Canadian border to the Mexican border at Laredo, Texas. In addition, the Federal Highway Administration, in its "comprehensive" truck size and weight study, is considering possible changes to truck size and weight law that could lead to expanded use of bigger and heavier trucks.

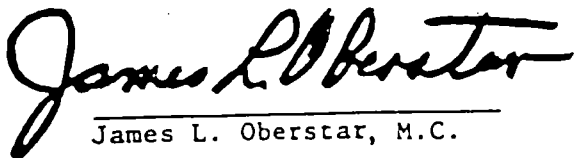
Longer and heavier trucks raise new questions about recent highway policy changes. Federal and state governments are already working hard to confront truck safety questions associated with more extensive operations of Mexican trucks in the U.S. The combination of higher state speed limits with longer and heavier trucks would raise new safety questions that have not been carefully considered by either federal or state governments.

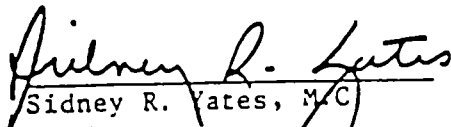
We are committed to the safety of our highways and preventing further deterioration of our infrastructure. Therefore, we oppose the expanded use of longer and heavier trucks.

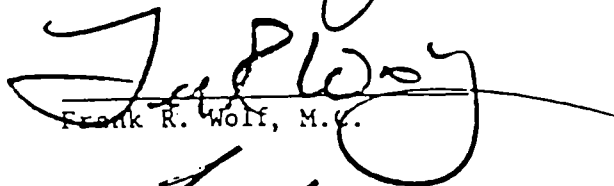
Page two

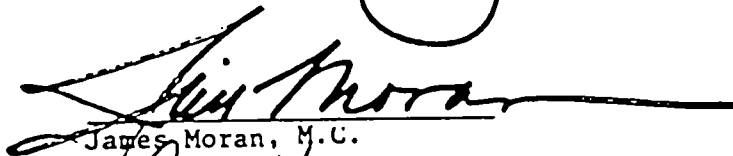
We urge you to reflect these concerns by ensuring that U.S. NAFTA negotiators do not compromise on U.S. truck size and weight standards and by ensuring that the FHWA study does not become an advocacy document for longer and heavier trucks.

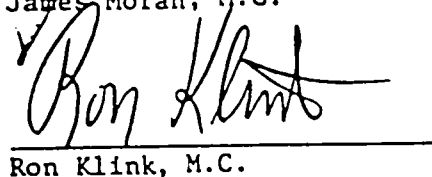
Sincerely,

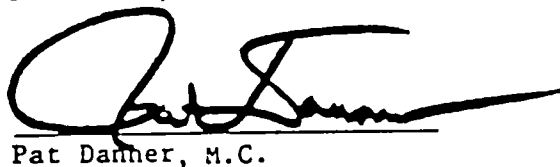

James L. Oberstar, M.C.

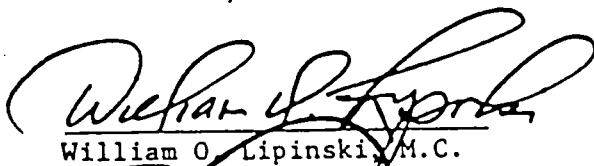

Sidney R. Yates, M.C.

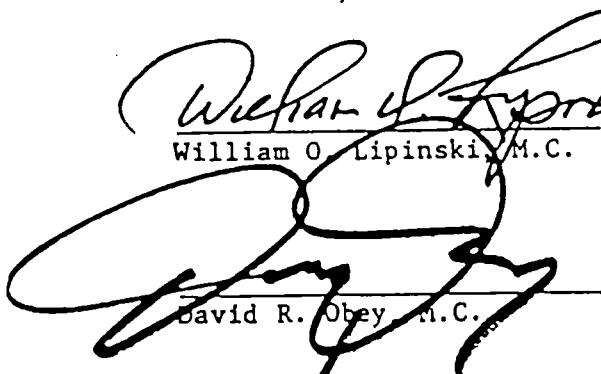

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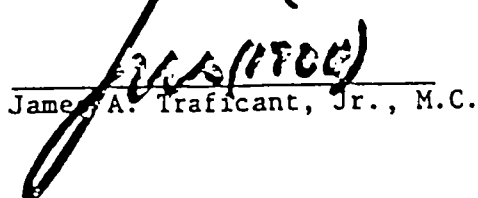

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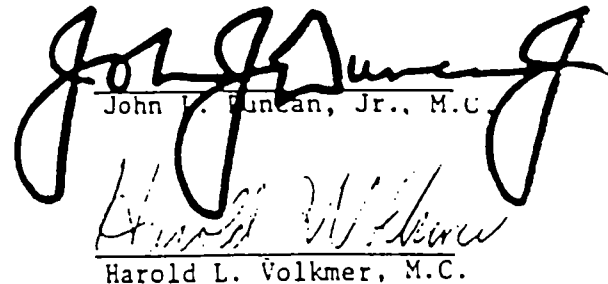

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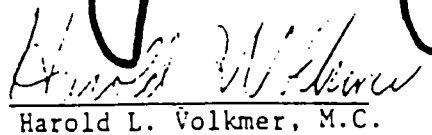

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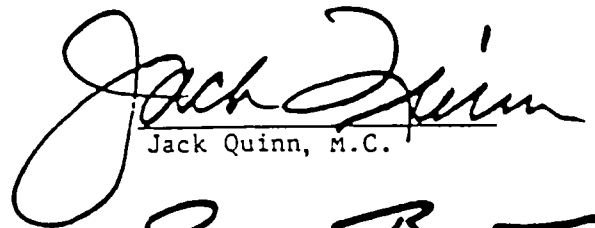

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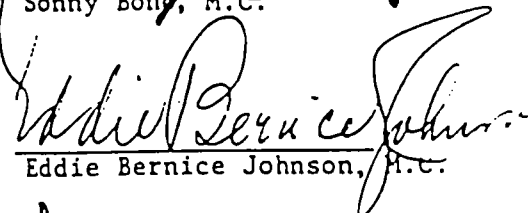

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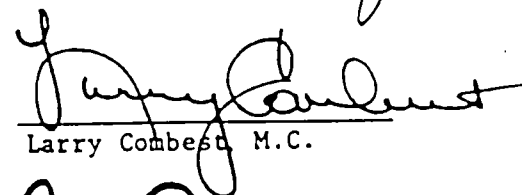

John L. Duncan, Jr., M.C.


Harold L. Volkmer, M.C.


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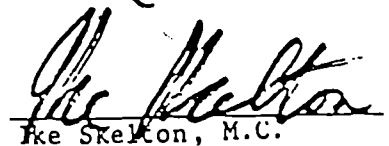

Sonny Bono, M.C.


Eddie Bernice Johnson, M.C.


Larry Combest, M.C.


James A. Barcia, M.C.


Neil Abercrombie, M.C.


Ike Skelton, M.C.

Martin O. Sabo

Martin O. Sabo, M.C.

Edward J. Marney

Edward J. Marney, M.C.

Jerry F. Costello

Jerry F. Costello, M.C.

Ken Calvert

Ken Calvert, M.C.

Bruce F. Vento

Bruce F. Vento, M.C.

Dale E. Kildee

Dale E. Kildee, M.C.

Robert E. Andrews

Robert E. Andrews, M.C.

Andrew Jacobs, Jr.

Andrew Jacobs, Jr., M.C.

Marcy Kaptur

Marcy Kaptur, M.C.

Karen Thurman

Karen Thurman, M.C.

Lane Evans

Lane Evans, M.C.

Peter F. DeFazio

Peter F. DeFazio, M.C.

Robert A. Borski

Robert A. Borski, M.C.

Sherrod Brown

Sherrod Brown, M.C.

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Joe Kennedy

Joseph P. Kennedy II, M.C.

Mike Parker

Mike Parker, M.C.

Ronald V. Dellums

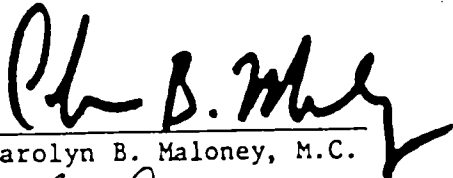
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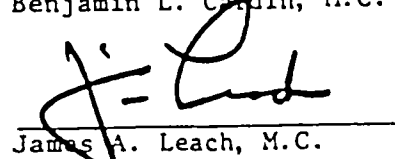
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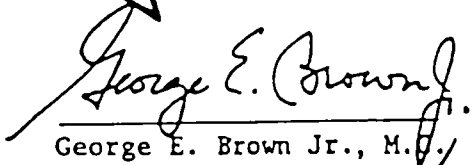
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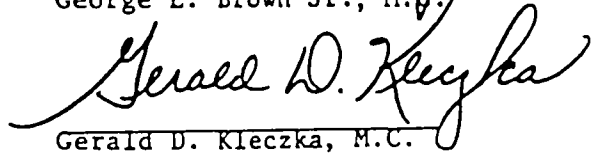
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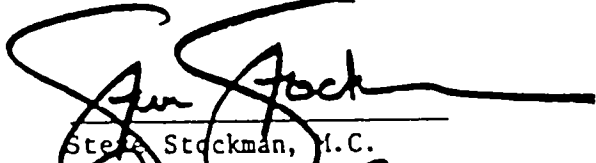

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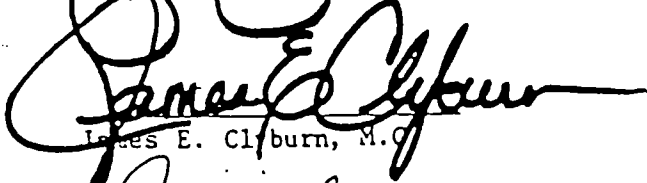

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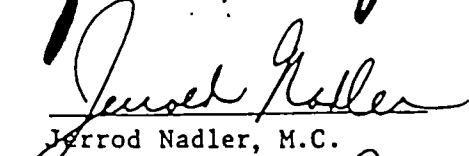

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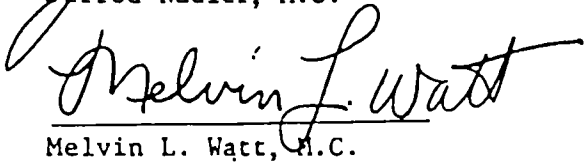

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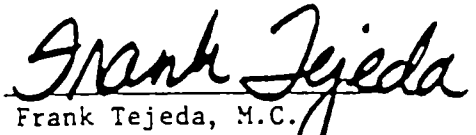

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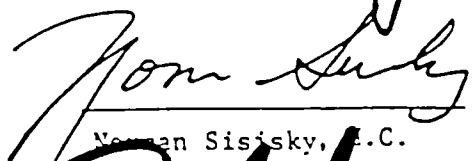

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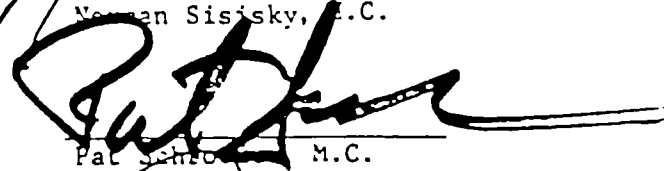

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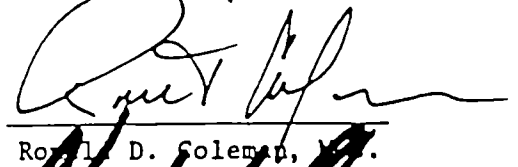

Jerrold Nadler, M.C.

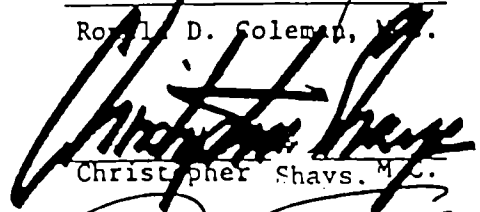

Melvin L. Watt, M.C.

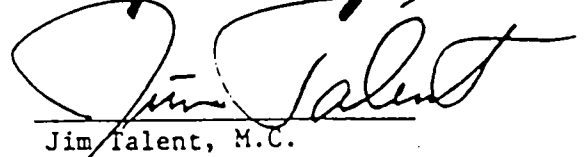

Frank Tejeda, M.C.


Norman Sisisky, M.C.


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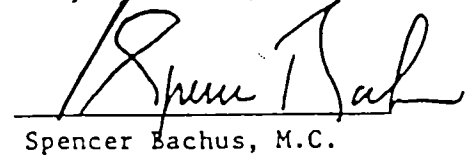

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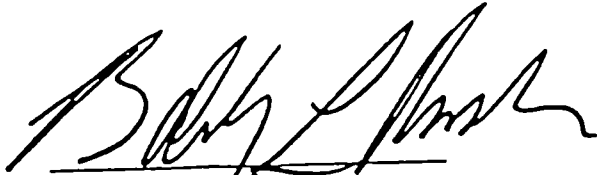

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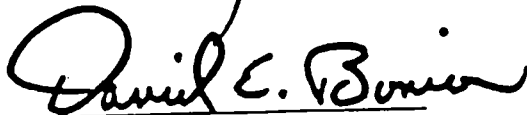

John Conyers, Jr., M.C.

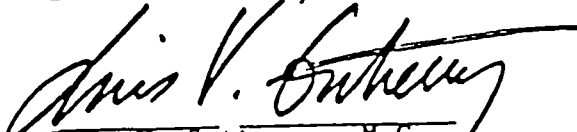

Bill Barrett, M.C.


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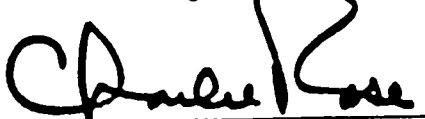

Spencer Bachus, M.C.

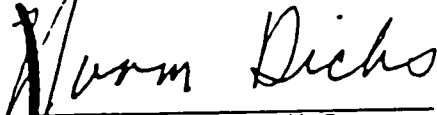

Bobby L. Rush, M.C.

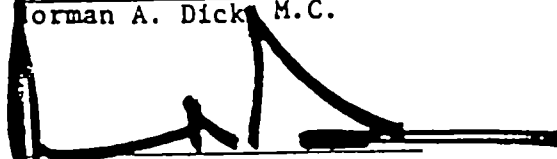

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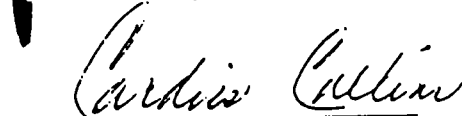

Luis V. Gutierrez, M.C.


Vernon J. Ehlers, M.C.


Charlie Rose, M.C.


Norman A. Dick, M.C.

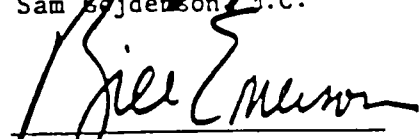

John Porter, M.C.

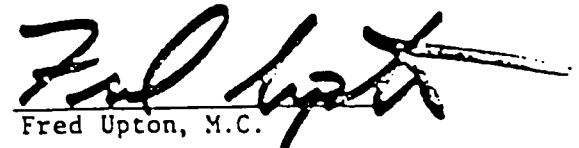

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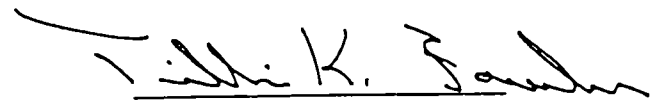

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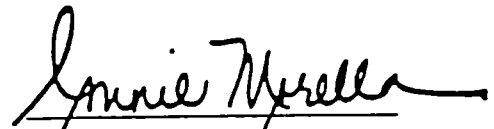

Sherwood L. Boehlert, M.C.

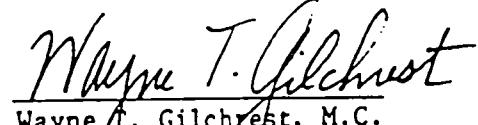

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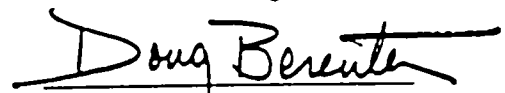

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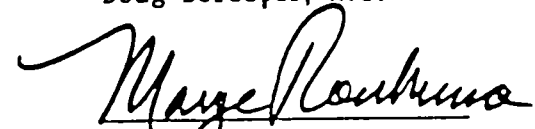

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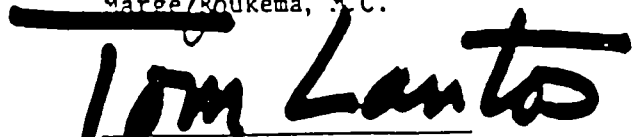

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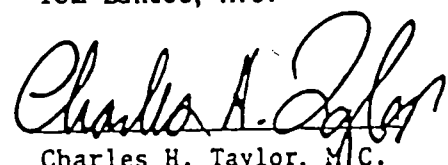

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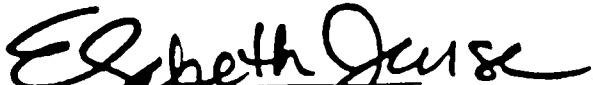

Wayne T. Gilchrest, M.C.


Doug Bereuter, M.C.


Marge Roukema, M.C.

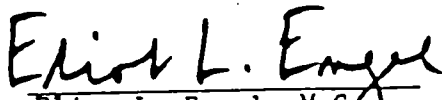

Tom Lantos, M.C.


Charles H. Taylor, M.C.

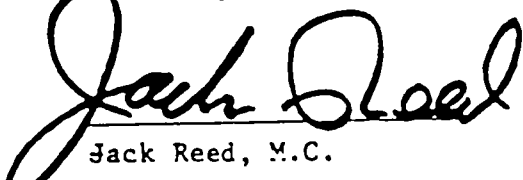

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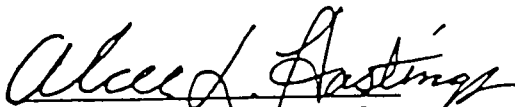

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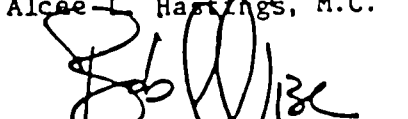

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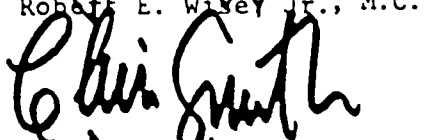

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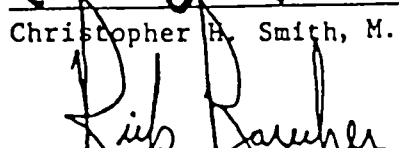

Bart Stupak, M.C.

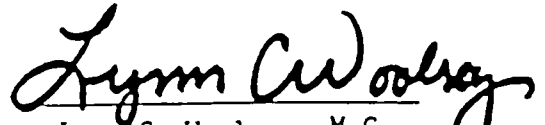

Jack Reed, M.C.

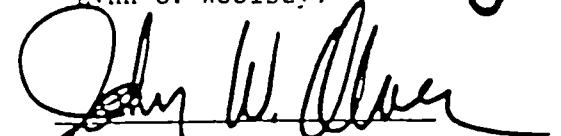

Alcee L. Hastings, M.C.

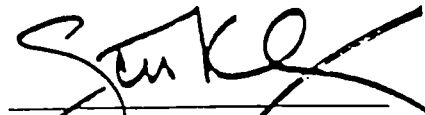

Robert E. Wiley Jr., M.C.


Christopher H. Smith, M.C.


Rick Boucher, M.C.

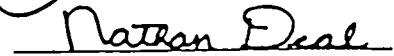

Lynn C. Woolsey, M.C.


John W. Olver, M.C.


Scott L. King

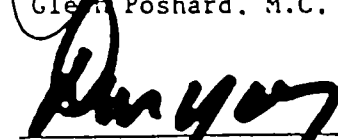

John J. Moakley, M.C.

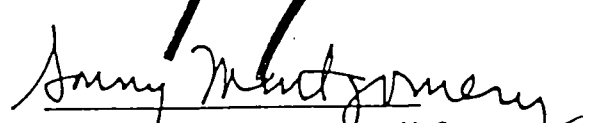

Maurice D. Hinchey, M.C.

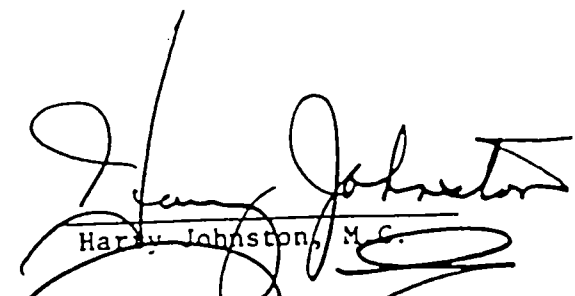

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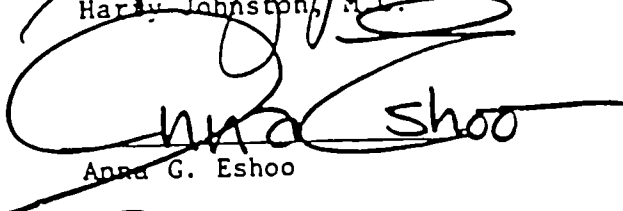

W. G. (Bill) Hefner, M.C.

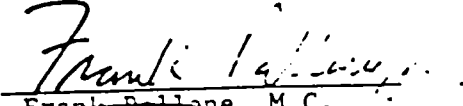

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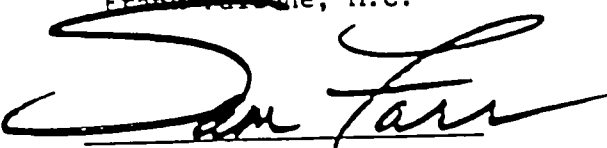

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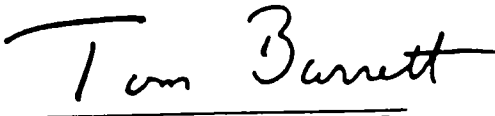

G.V. Sonny Montgomery, M.C.

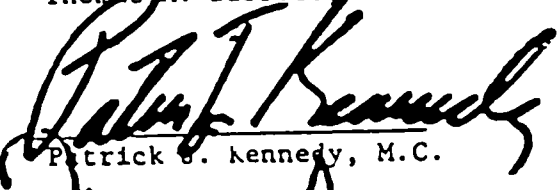

Harry Johnston, M.C.

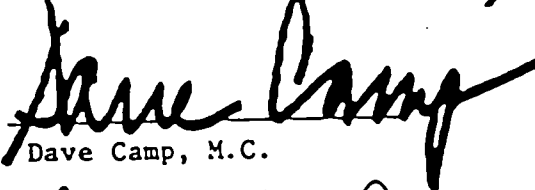

Anna G. Eshoo

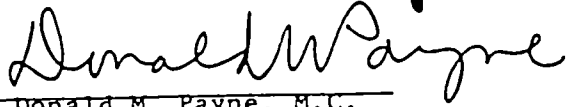

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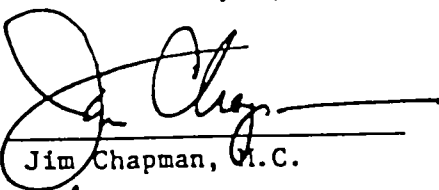

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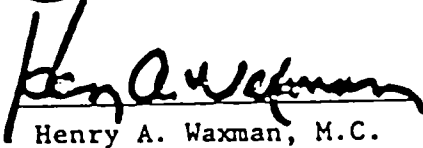

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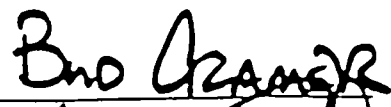

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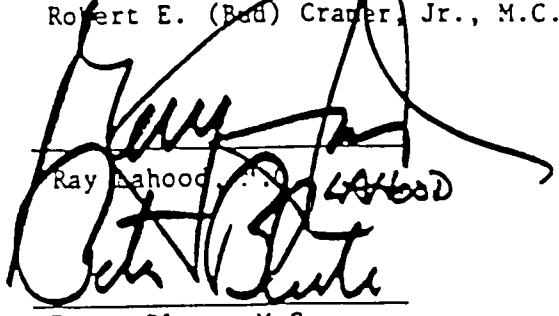

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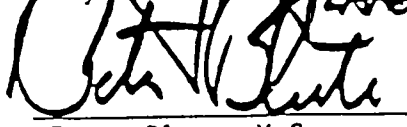

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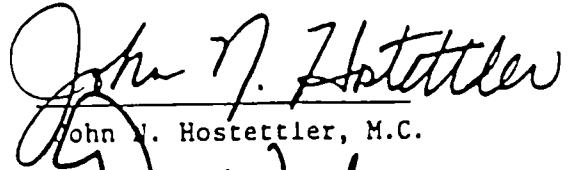

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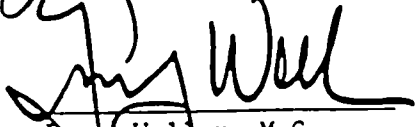

Henry A. Waxman, M.C.

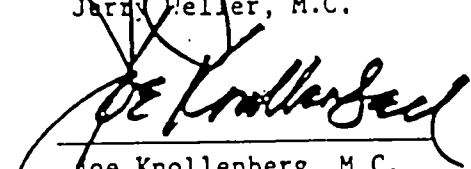

Robert E. (Bud) Craver, Jr., M.C.

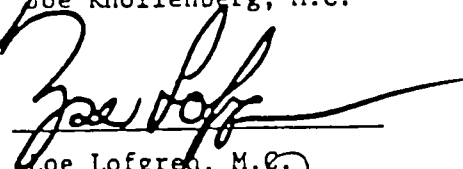

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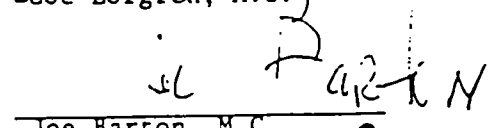

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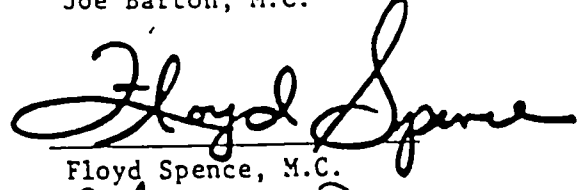

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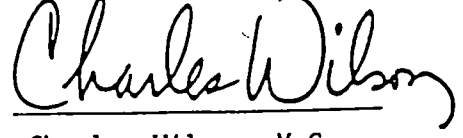

Jerry Weller, M.C.

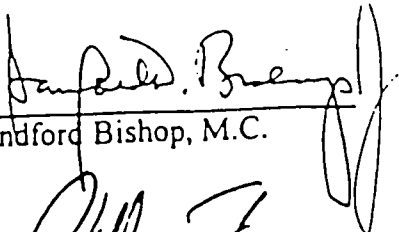

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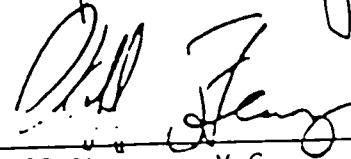

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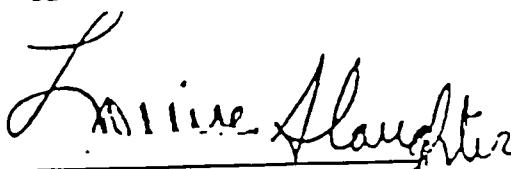

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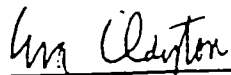

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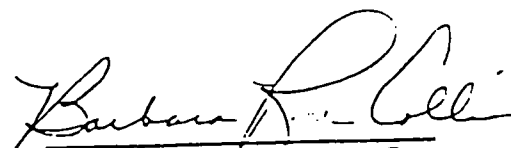

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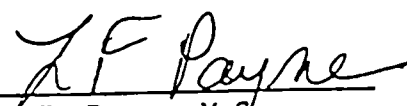

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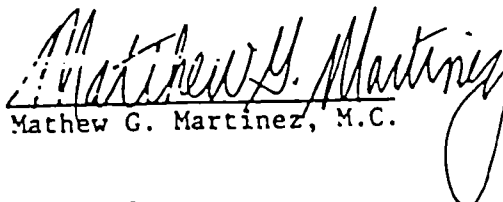

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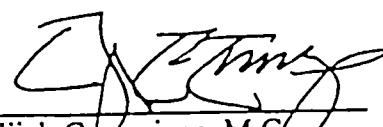

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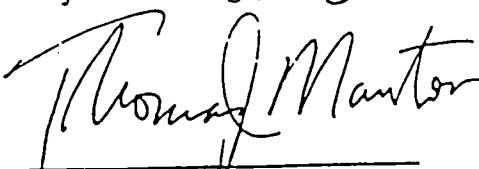

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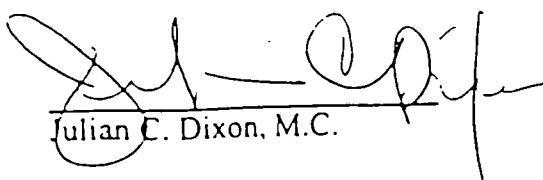

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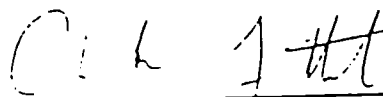

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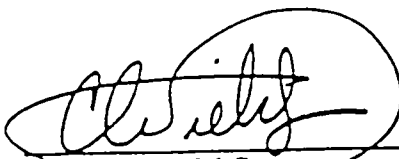

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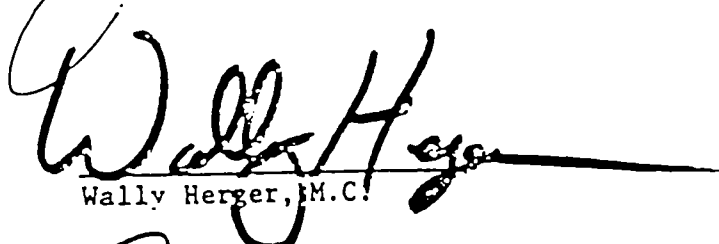

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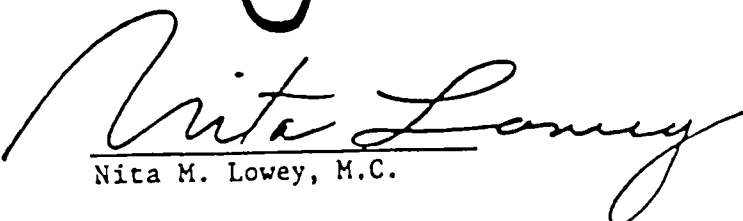

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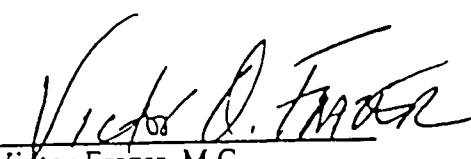

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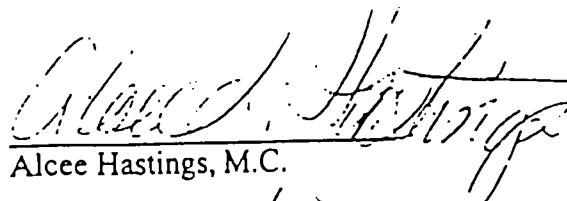

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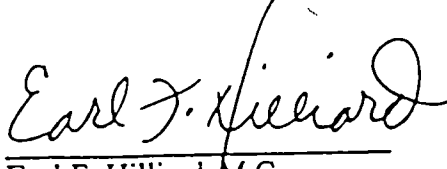

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Wally Herger, M.C.

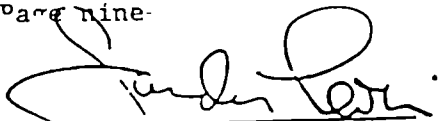

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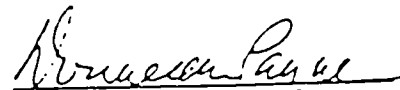

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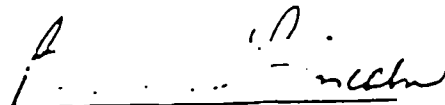

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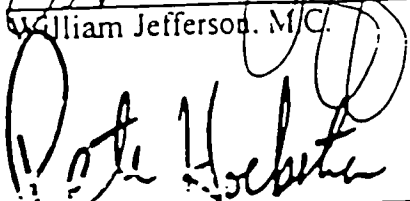
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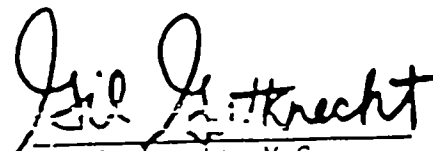

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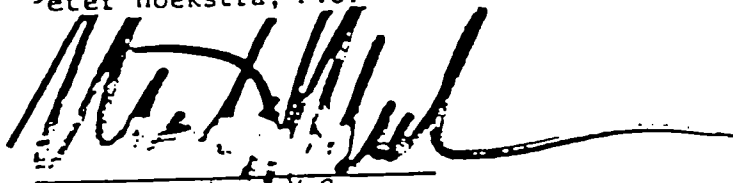

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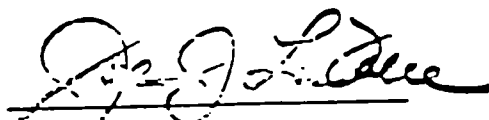

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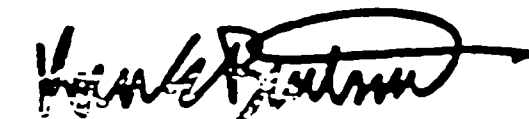

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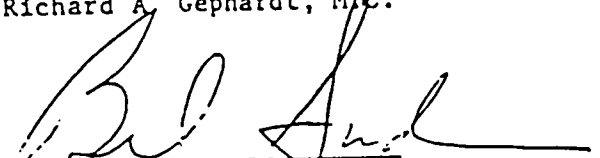

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Bobby Scott, M.C.

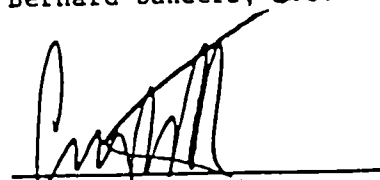

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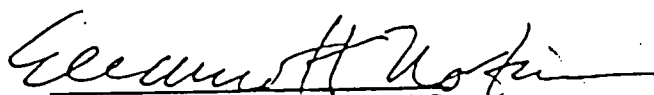

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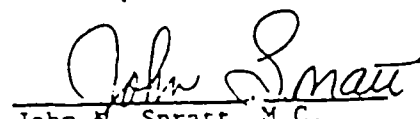

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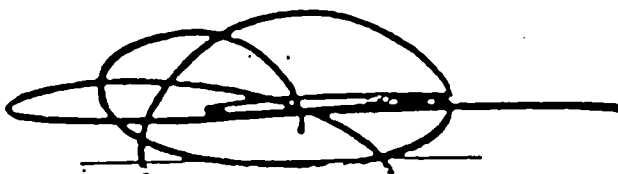

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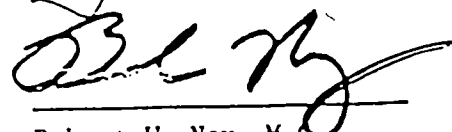

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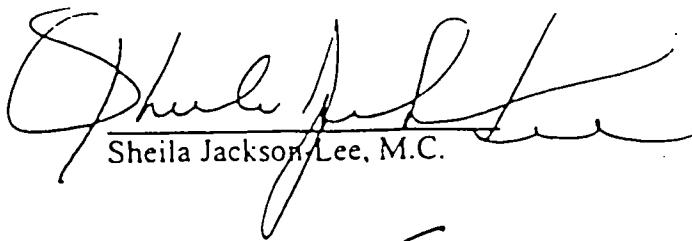

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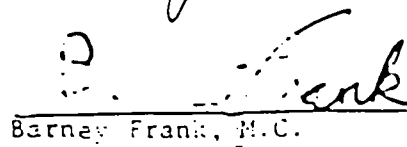

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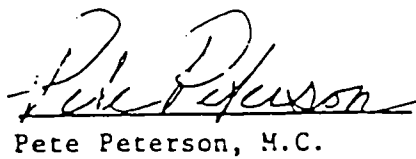

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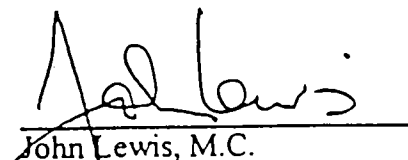

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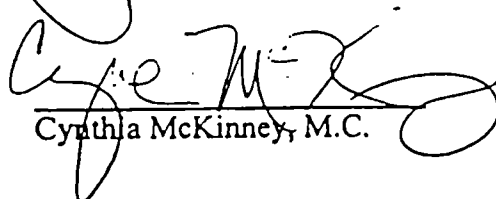

Robert W. Ney, M.C.


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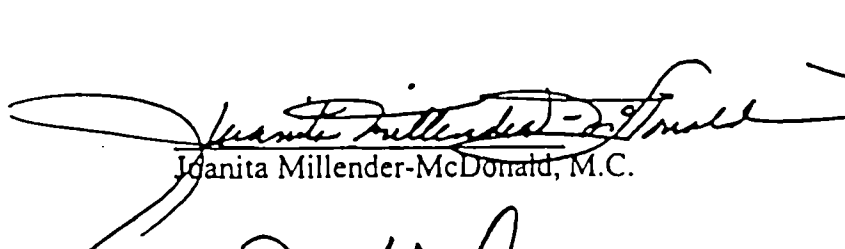

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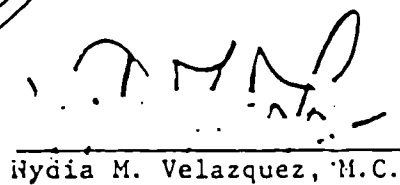

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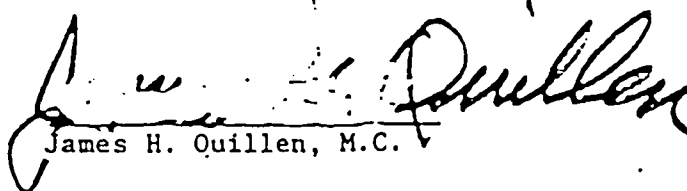

John Lewis, M.C.


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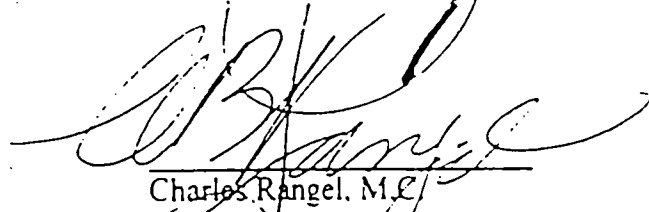

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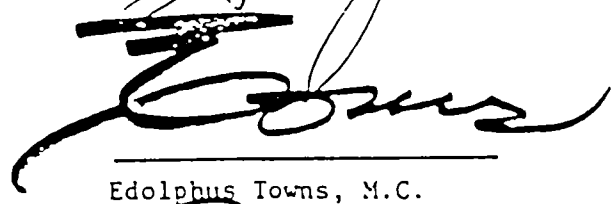

Joanita Millender-McDonald, M.C.

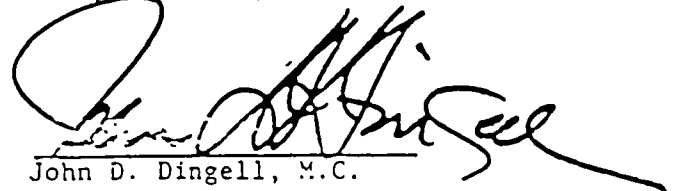

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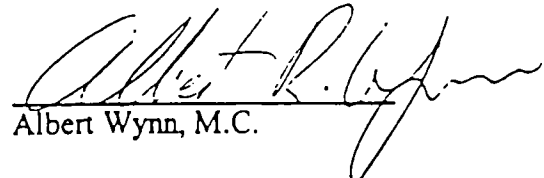

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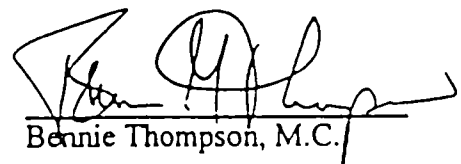

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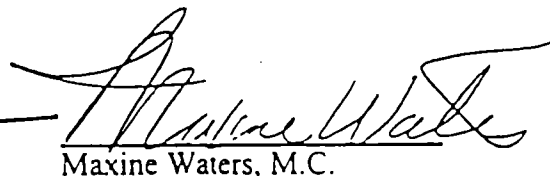

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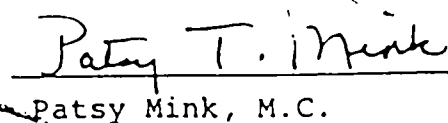

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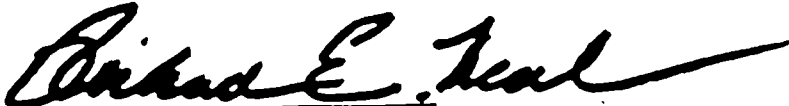

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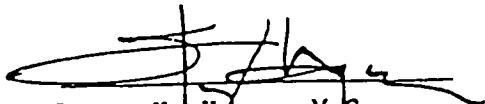

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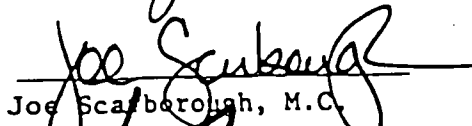

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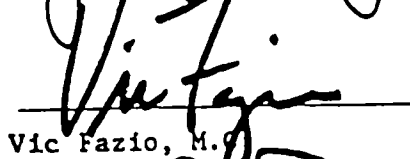

Jesse L. Jackson, Jr., M.C.


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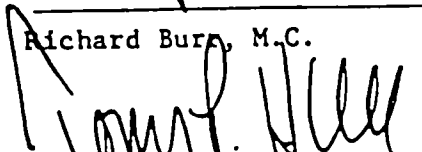

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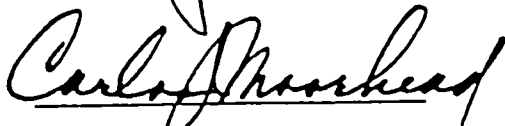

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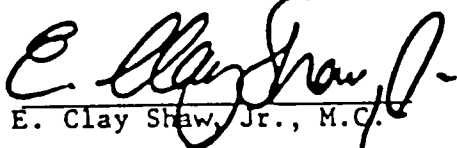

Joe Scarborough, M.C.


Vic Fazio, M.C.

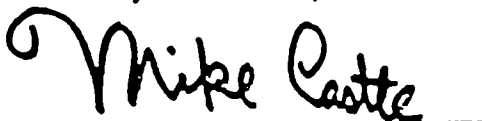

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Tony P. Hall, M.C.


Carlos J. Moorhead, M.C.


E. Clay Shaw, Jr., M.C.

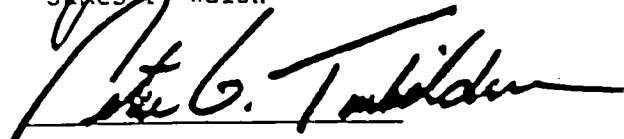

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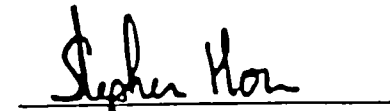

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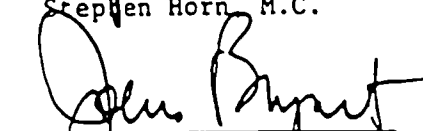

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Ed Whitfield, M.C.


James P. Walsh


Peter G. Torkildsen, M.C.

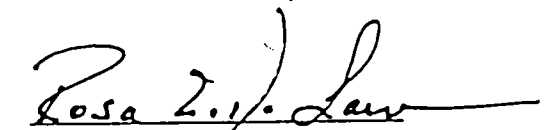

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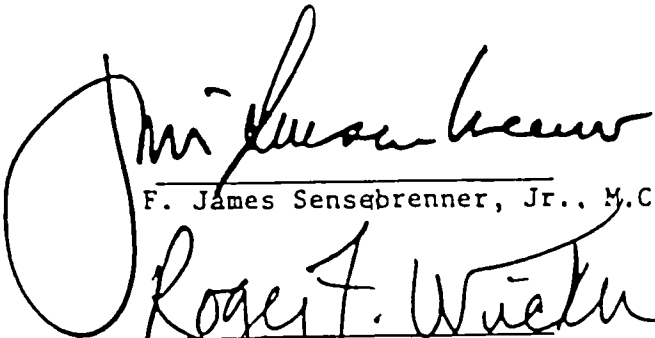

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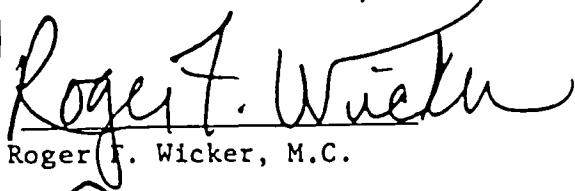

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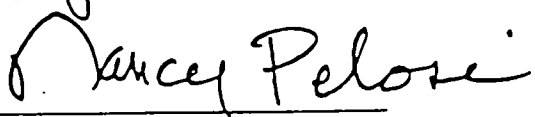

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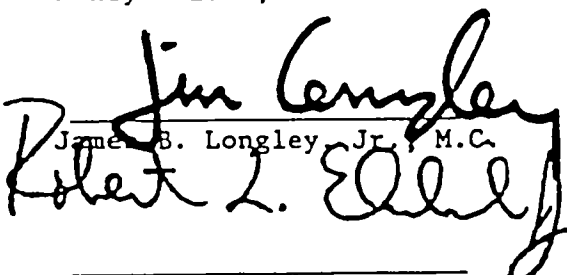

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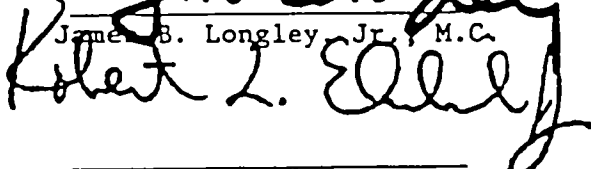

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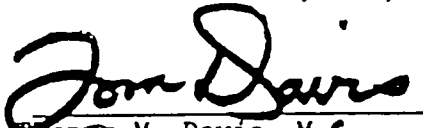

F. James Sensebrenner, Jr., M.C.

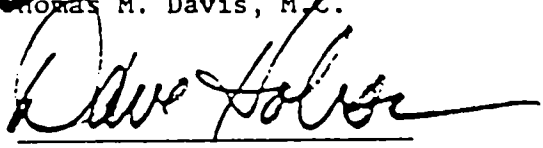

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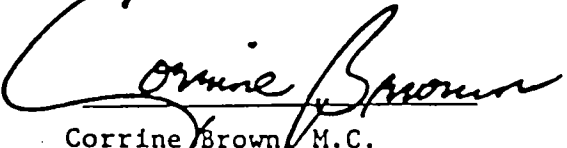

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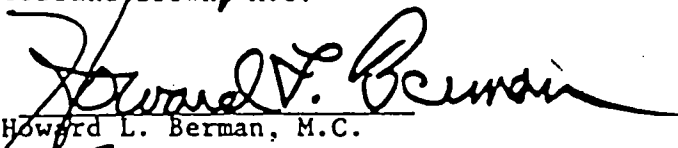

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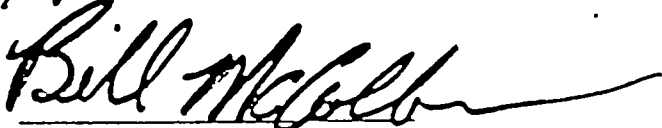

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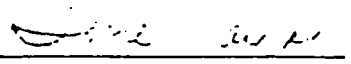

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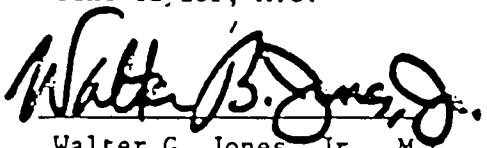

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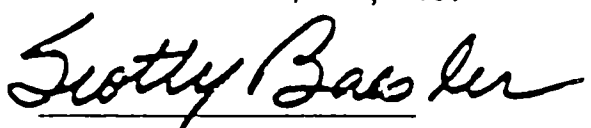

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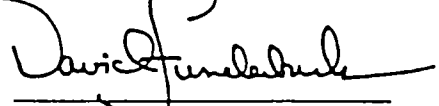

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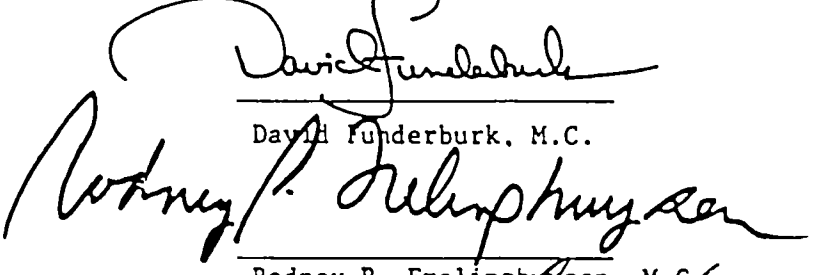

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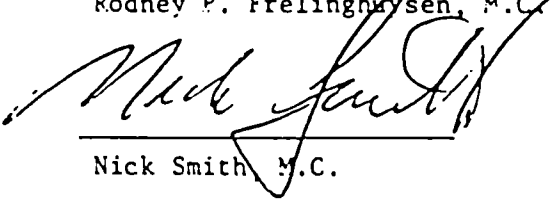

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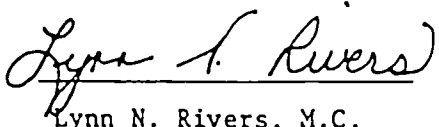

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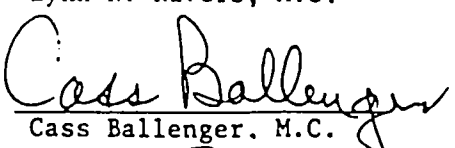

Scotty Baesler, M.C.


David Funderburk, M.C.


Rodney P. Frelinghuysen, M.C.


Nick Smith, M.C.

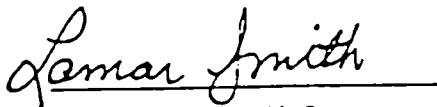

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Cass Ballenger, M.C.


Tony Beilensen, M.C.



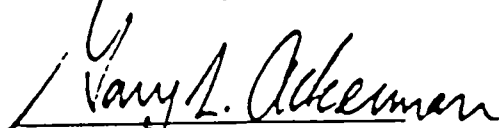
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Lamar Smith, M.C.



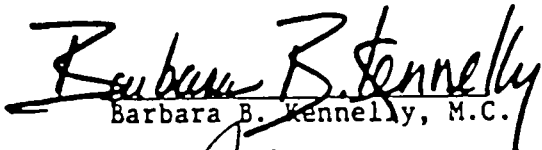
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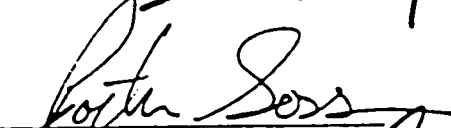
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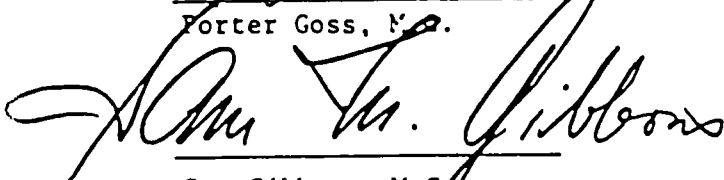
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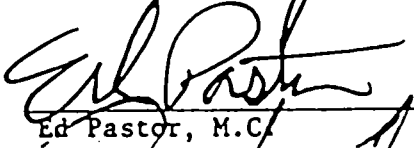
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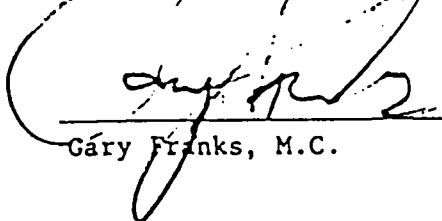
Porter Goss, M.C.



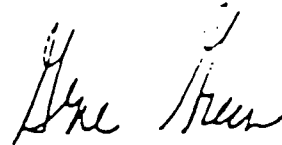
Sam Gibbons, M.C.



Ed Pastor, M.C.



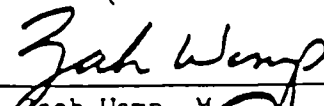
Gary Franks, M.C.



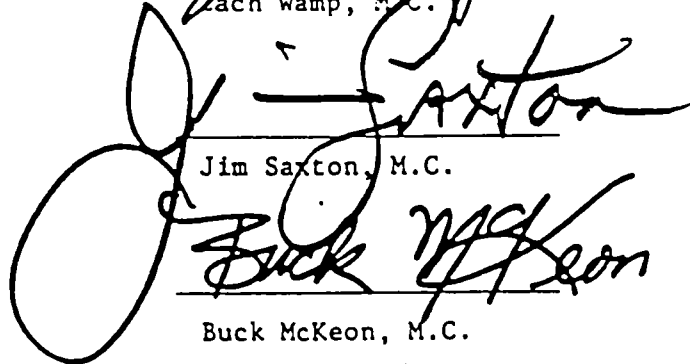
Gene Green, M.C.



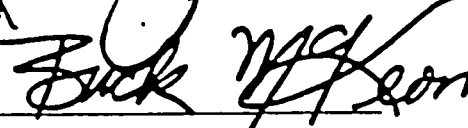
Robert Menendez, M.C.



Zach Wamp, M.C.



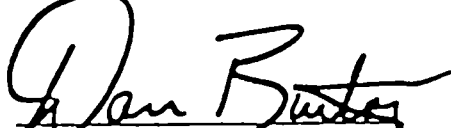
Jim Saxton, M.C.



Buck McKeon, M.C.



Pete Stark, M.C.



Dan Burton, M.C.



Mike Bilirakis, M.C.



Ron Lewis, M.C.



Tom Coburn, M.C.

United States Senate

WASHINGTON, D.C. 20510

February 15, 1996

The Honorable Federico Peña
Secretary of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Secretary Peña:

We wish to express concern that the NAFTA harmonization process could be used as a lever to increase the maximum truck size and weight limits in this country.

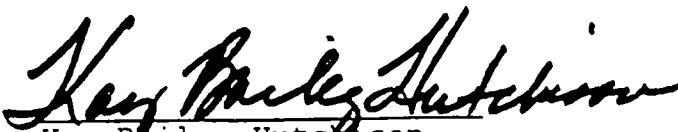
As NAFTA harmonization talks relating to truck safety standards progress, we would like to remind you of the Senate Resolution, passed the same day in 1993 as NAFTA, in which the Senate instructed the Department of Transportation to "uphold all United States truck safety standards, including truck sizes and weights" during the truck harmonization negotiations with Mexico and Canada.

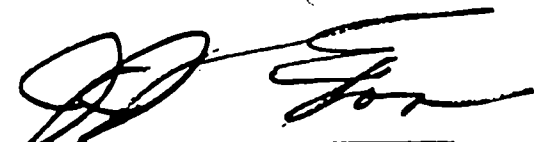
It has come to our attention that both Canada and Mexico are advocating expanded use of larger trucks in the harmonization talks. In particular, any proposals to use high priority corridors, which will carry the bulk of NAFTA trade truck traffic, as an opportunity for the expanded use of larger trucks would raise our concern.

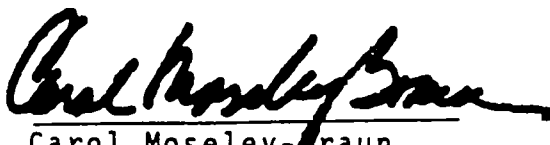
We understand that the basis of the U.S. negotiating position in these talks will be in large part determined by a truck size and weight study currently undertaken by the Federal Highway Administration. The FHWA study should not be used as a means to facilitate the expanded use of longer and heavier trucks on our highways.

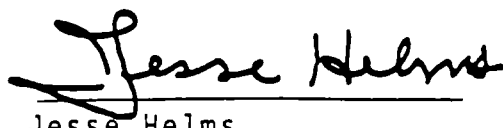
We are committed to the safety of our highways and preventing further deterioration of our infrastructure. Therefore, we urge you to ensure that U.S. NAFTA negotiators do not compromise on U.S. truck size and weight standards.

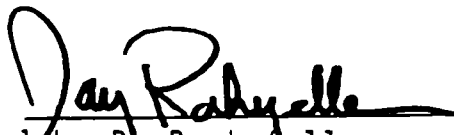
Sincerely,

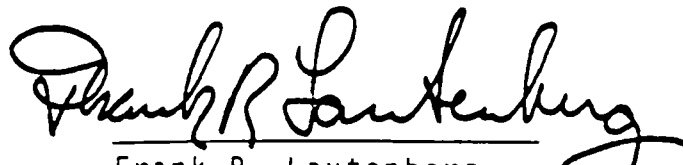

Kay Bailey Hutchison
U.S. Senator

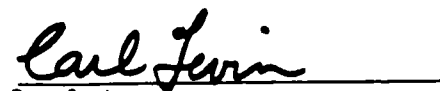

Jim Exon
U.S. Senator

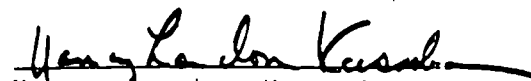

Carol Moseley-Braun
U.S. Senator

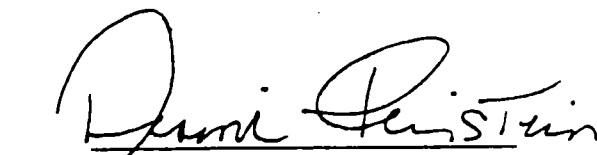

Jesse Helms
U.S. Senator

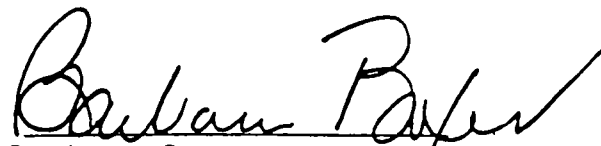

John D. Rockefeller
U.S. Senator

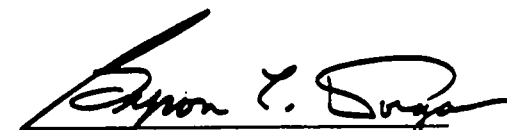

Frank R. Lautenberg
U.S. Senator


Carl Levin
U.S. Senator

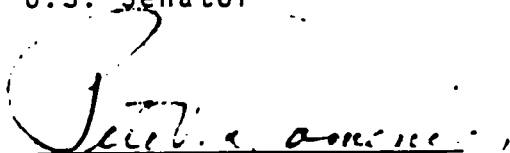

Nancy Landon Kassebaum
U.S. Senator


Dianne Feinstein
U.S. Senator


Barbara Boxer
U.S. Senator

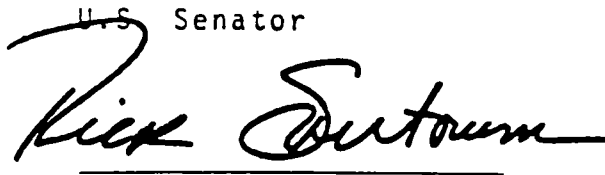

Byron Dorgan
U.S. Senator

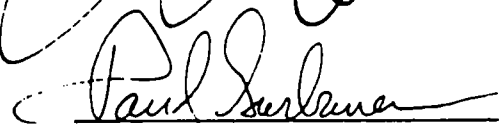

Joseph Lieberman
U.S. Senator


Pete Domenici
U.S. Senator


Charles Robb
U.S. Senator


James Jeffords
U.S. Senator


Rick Santorum
U.S. Senator


Paul Sarbanes
U.S. Senator


John Breaux
U.S. Senator


Bob Smith
U.S. Senator