

United States Senate

WASHINGTON, DC 20510

June 7, 1996

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

Dear Secretary Peña:

We write to emphasize our strong support for current U.S. maximum truck size and weight limits, including the "freeze" on Longer Combination Vehicles (LCVs), and to express our concern with two matters that could impact upon the current limits.

Pursuant to Article 913 of the North American Free Trade Agreement (NAFTA), which established the Land Transportation Standards Subcommittee (LTSS), officials of the United States, Canada, and Mexico have been meeting to discuss harmonization of land transportation standards. We understand that in the current negotiations on North American truck size and weight standards, Canada and Mexico are advocating expanded use of longer or heavier trucks. In addition, we understand that the Comprehensive Truck Size and Weight (CTS&W) study now being completed by the Federal Highway Administration apparently concludes that the LCV freeze merits review -- an outcome that could lead to expanded use of longer and heavier trucks.

We believe that either proposal, particularly in light of the new higher state speed limits, would raise serious new safety questions that have not been considered carefully by either federal or state governments.

In previous correspondence, you assured us that "[t]he United States has made it clear from the beginning of the NAFTA negotiations that safety and environmental standards would be of the utmost importance in the harmonization process," and that "the LTSS process is not a 'backdoor' way to change U.S. requirements" regarding truck size and weight. Likewise, in a response to an earlier letter on the CTS&W study, you stated that you are "fully in accord with [our] concern for the importance of fully evaluating safety, infrastructure, and intermodal effects of any policy considerations."

The Honorable Federico Peña
June 7, 1996
Page Two

We appreciated these assurances, and continue to look to you for leadership in the area of highway safety, including the maintenance of current US truck size and weight standards.

Sincerely,

Frank R. Lautenberg

Caroline Bayer

Pat V. Domenici

J. Bill

Barbara A. Mikulski

Paul V. Wallstone

John Breaux

Shirley Chace

Jack Gregg

Jeff Bond

John F. Kerry

Mark

Lucy Hainlock

Jim Jeffords

Richard Shelby

Robert H. Byrd

Adm. C. C. Smith
Stacy

Tom Rosten

Bill Clinton

Vale Bumpers

John Glenn

Al Gore

Strom Thurmond

Clair P.

W. J. McGinnis

Doni Peistain

Robert C. Byrd

Paul Wellstone

Harry Reid

Jim Bradley

W. J. McGinnis

Chuck Ross

for Tider

Thurs Fitzgerald

Kent Lamm

Paul Lavin

Paul Lavin

Brie Tiel

Tom Hark

Mark Horton

Ron Wyden

Chris Damm

Daniel K. Lata

Chris Hatch

Patricia Leahy

Herb Kohl

Patty Murray

Mike Duvine

Byron L. Morgan

kids, cars & crashes

CAUTION:
Precious Cargo Inside

A CAMPAIGN FOR STRONGER LAWS TO
PROTECT YOUTH ON OUR NATION'S HIGHWAYS
SPONSORED BY ADVOCATES FOR HIGHWAY AND AUTO SAFETY

February 6, 1997

CONTACT:

Cathy Hickey
(202) 408-1711 or
1-800-659-2247

Advocates Calls on Nation's Governors to Support "Kids, Cars and Crashes: Precious Cargo Inside" Campaign

*Youth Safety Initiatives Highlighted in Support of Child Passenger Safety Week
February 9 - 15, 1997*

In recognition of Child Passenger Safety Week, February 9-15, Advocates for Highway and Auto Safety is calling on all 50 governors to support its "Kids, Cars and Crashes: Precious Cargo Inside" campaign to pass and/or upgrade key laws in all states to protect youth on our highways.

Launched in September, 1996, the "Kids, Cars and Crashes: Precious Cargo Inside" campaign aims to: 1) strengthen child passenger restraint laws, 2) upgrade safety belt laws to "primary" or "standard" enforcement laws, 3) pass teenage graduated licensing laws, and 4) pass zero alcohol tolerance laws for youth.

In 1995 alone, 9,110 children under the age of 21 were killed on our highways. Children ages 12 and younger accounted for 2,197 of the deaths and among children aged 5-12, crash injuries are the leading cause of death.

"Traffic crashes are killing our nation's children in alarming numbers," said Judith Lee Stone, President of Advocates for Highway and Auto Safety in a letter to each of the 50 governors, "but we know what can be done to save lives." According to Stone, "A mix of sound traffic safety laws, strict enforcement of those laws, and increased public awareness has been proven to go a long way toward preventing crashes and reducing death and injury on our highways."

One of the greatest ways to protect children (and adults) is to make sure they are properly restrained in a child safety seat or 3-point safety belt at all times while traveling in a motor vehicle. In order to do this, "We must immediately close dangerous loopholes in state laws that don't protect all children," said Stone.

According to Stone, while every state has a child restraint law, 33 states have "gaps" or "loopholes" in the laws which exempt many children from coverage under either safety belt or child restraint use laws. Such exemptions may allow children to ride unrestrained in the back seat or if someone other than the child's parents is operating the vehicle.

- more -

750 First Street, NE Suite 901 Washington, DC 20002 PHONE: 202.408.1711 FAX: 202.408.1699

WORLD WIDE WEB: <http://www.saferoads.org>

"Kids, Cars and Crashes: Precious Cargo Inside"

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While most states' child restraint laws cover babies and children up to about 5 years of age, older children are not always adequately protected. For example, in most states, a 10-year old child can legally ride unrestrained in the back seat because the laws in those states apply only to front seat occupants. Advocates recommends raising the age limit on child restraint laws to cover children up to age 16 in both the front and back seat.

Advocates is also calling on the governors of the 39 states without "primary" or standard enforcement safety belt laws to pass them, including New Hampshire, which has no safety belt law at all (primary or secondary). "Primary" enforcement safety belt laws give a law enforcement officer the authority to pull over and fine motorists for not wearing their safety belts. Currently, only 11 states have "primary" enforcement laws. The remaining states have secondary seat belt enforcement laws which require a law enforcement officer to stop a vehicle for another offense before being able to write a ticket for a belt violation.

States that have upgraded their belt laws to "primary" enforcement, have seen their use rates jump anywhere from 10-15 percentage points. According to the National Highway Traffic Safety Administration, if the nation as a whole were to achieve an average safety belt use rate of 85 percent (as opposed to the current 68 percent), nearly 7,000 additional lives could be saved each year.

As children grow into young adults, new risks are added as they take to the road as drivers. The crash rate per mile for drivers 15-20 years of age is approximately four times as high as adults 21 years of age and older. An effective tool in the prevention of these crashes is the implementation of a system of graduated licensing. Graduated licensing laws require young drivers to "graduate" through phases of restricted driving before they are allowed to get their unrestricted licenses. Such restrictions include a mandatory supervised driving period, night driving curfews, limits on teen passengers riding with a beginning driver, and a no alcohol policy (better known as "zero tolerance").

Zero tolerance laws set the illegal Blood Alcohol Content (BAC) level at .02 percent or greater for drivers under the legal drinking age of 21. All 50 states have 21 legal minimum drinking age laws, therefore, it should be illegal for these young drivers to operate a motor vehicle with any measurable amount of alcohol in their systems. The influence of alcohol, coupled with driving inexperience is a deadly combination. States that have lowered the BAC level for young drivers have seen significant decreases in alcohol-related fatalities among youth under age 21. After Maryland enacted its zero tolerance law, alcohol-related crashes attributed to young drivers declined by 11 percent, and by 50 percent in counties where news of the law was spread through a public education campaign.

Advocates for Highway and Auto Safety is a broad-based alliance of consumer, safety and law enforcement groups and insurance organizations working to promote effective highway safety legislation and policies at state and federal levels. For more information, please contact Advocates for Highway and Auto Safety at 1-800-659-BAGS or visit our world wide web site at www.saferoads.org.

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STRENGTHENING YOUTH-HIGHWAY SAFETY LAWS

Favor Immediate Revocation of Teen Licenses if Test Positive for Alcohol

88% Youth 18-29

91% Adults

Favor Adopting Graduated Licensing Laws to Phase in Full Teen Driving Privileges

77% Youth 18-29

89% Adults

Oppose Rolling Back Legal Drinking Age From 21 Years of Age

65% Youth 18-29

78% Adults

Favor Mandatory Curfew on Teen Driving During First Six Months: 10pm or 11pm

39% Youth 18-29

62% Adults

Favor Media Carrying Photos and Names of all Repeat Offenders Driving Under the Influence

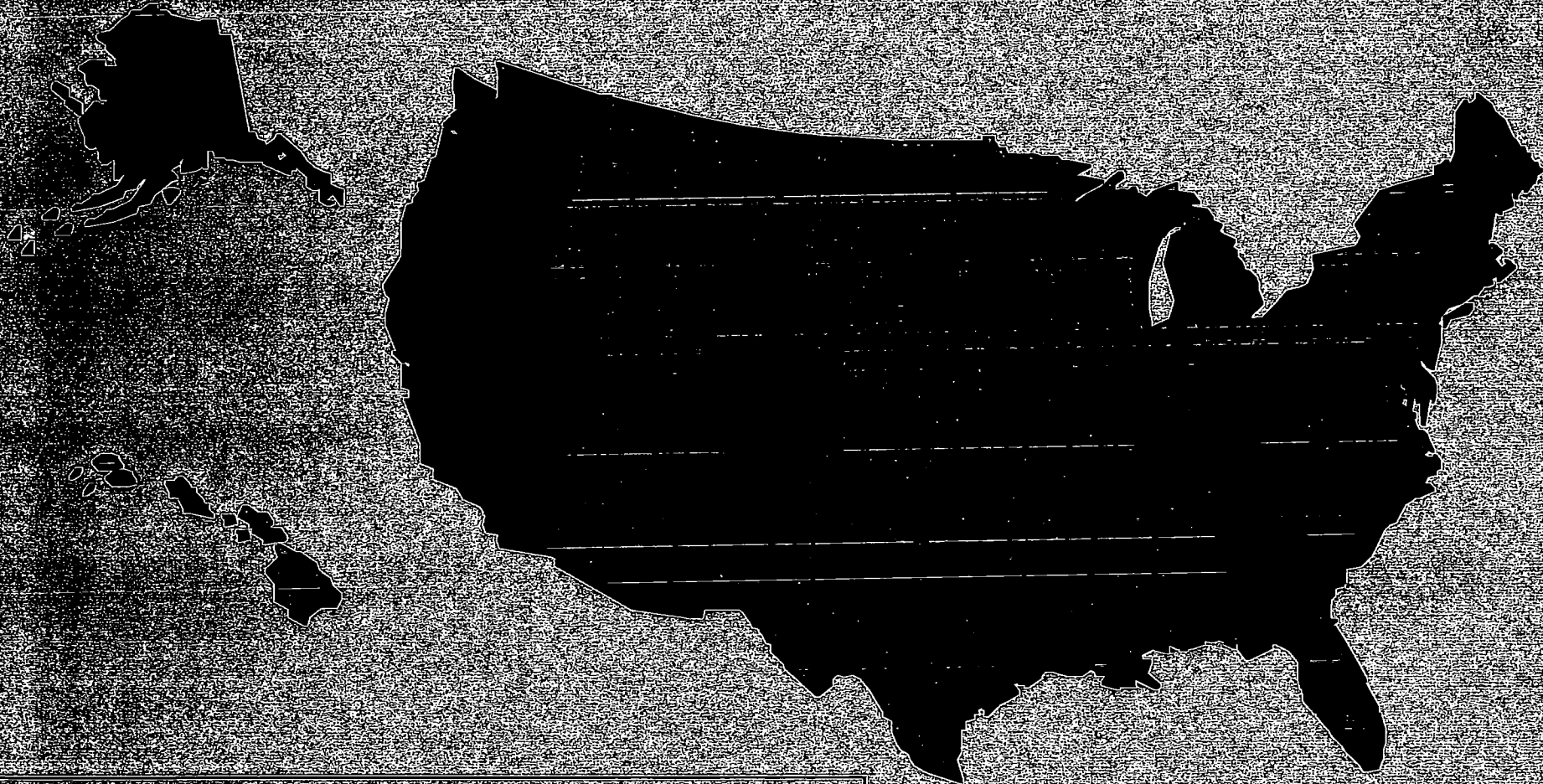
56% Youth 18-29

66% Adults

0 10 20 30 40 50 60 70 80 90 100



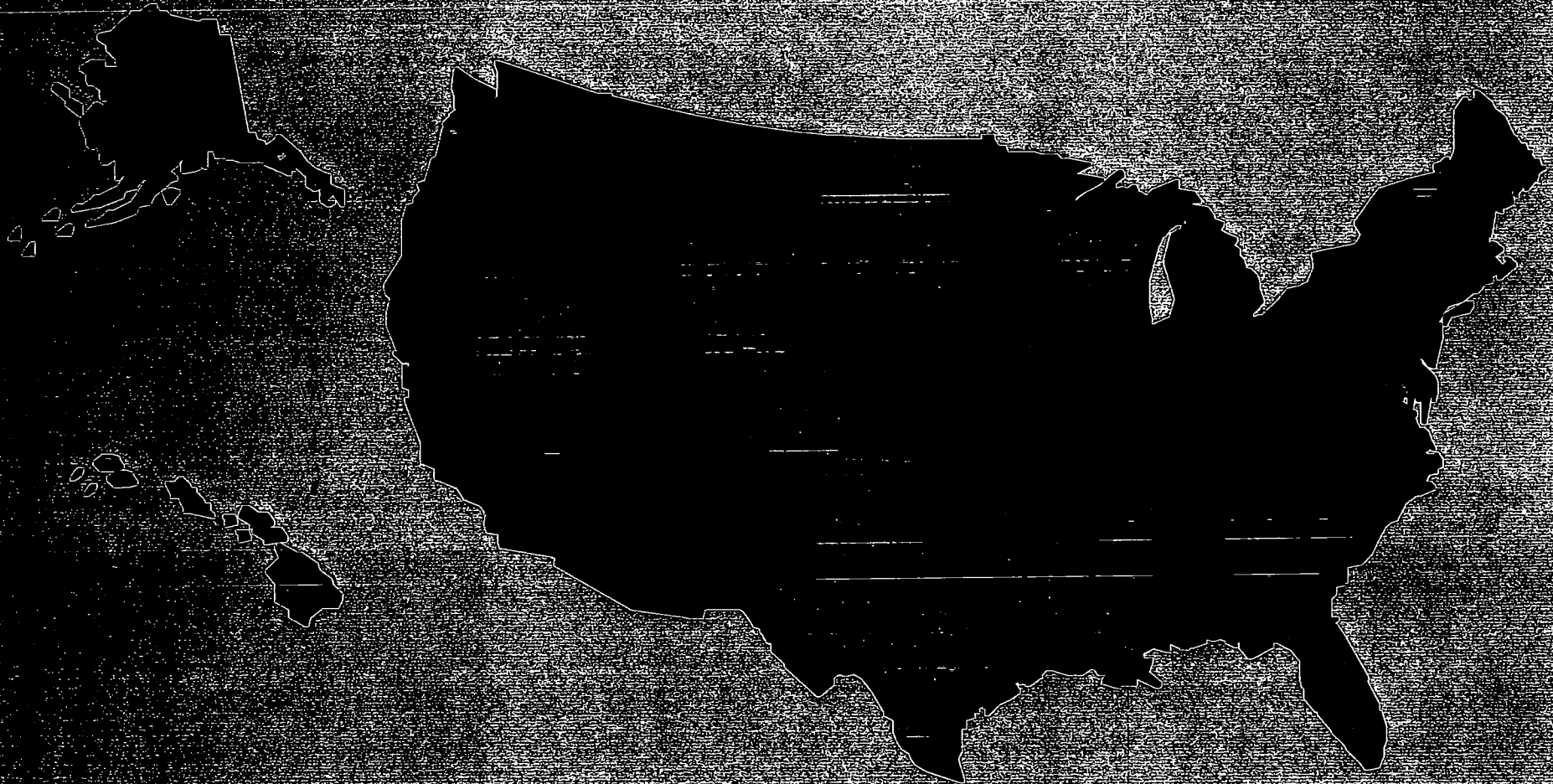
COMPREHENSIVE CHILD PASSENGER RESTRAINT LAWS



Blue	=	States with no gaps ages 0-15
Red	=	States with gaps ages 0-15



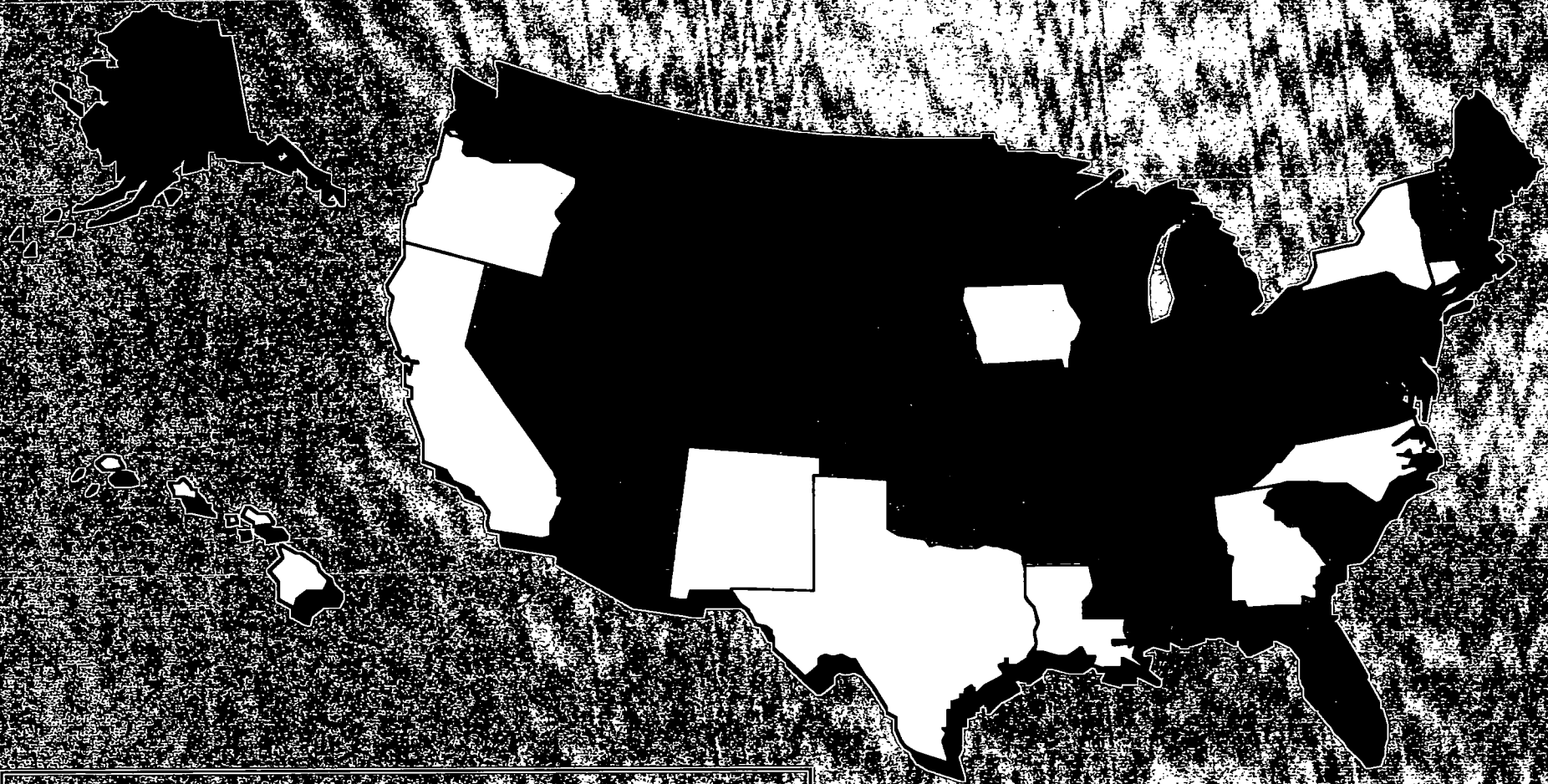
ZERO TOLERANCE LAWS



Blue	=	States with Zero Tolerance Laws
Red	=	States without Zero Tolerance Laws



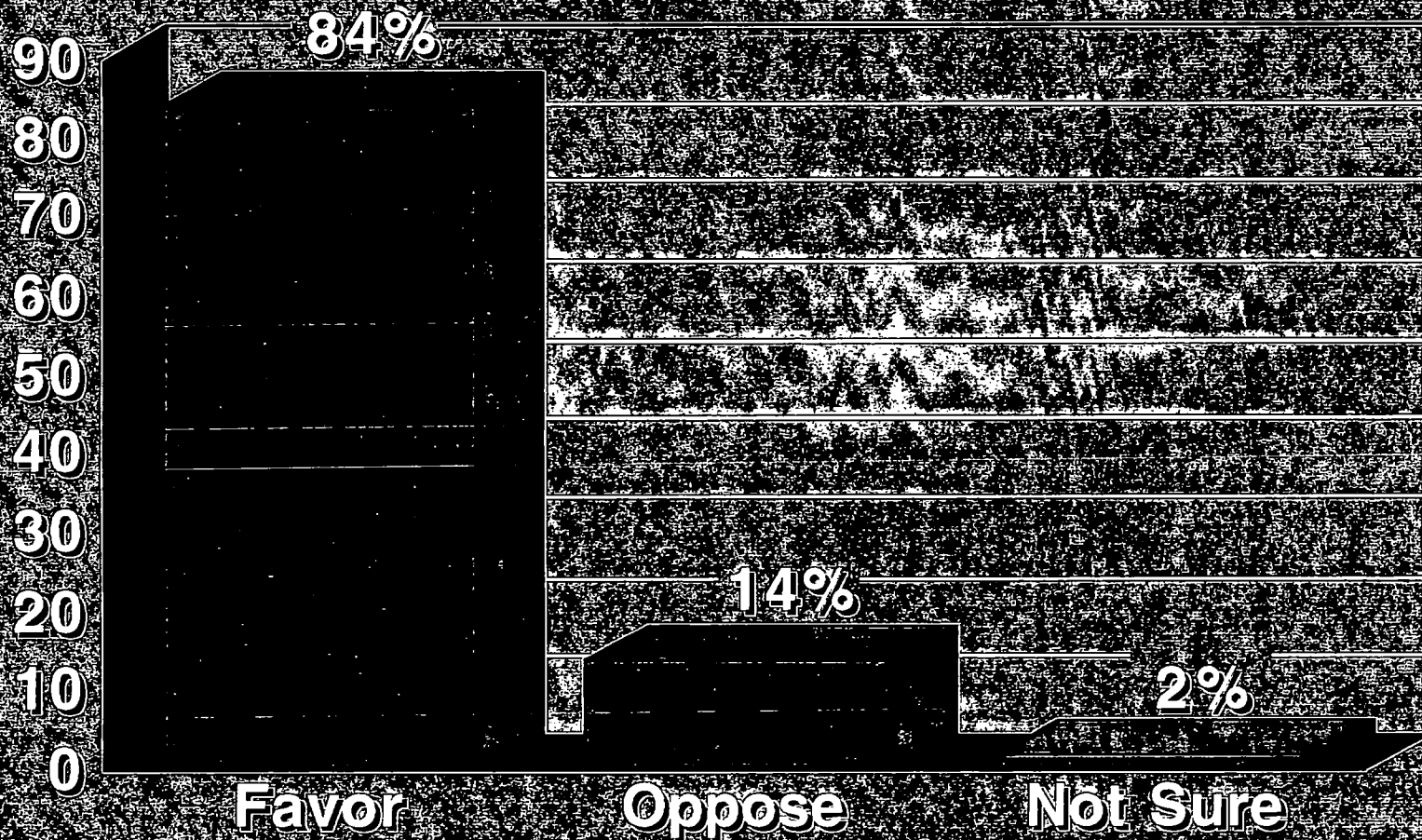
SAFETY BELT LAWS



Yellow	=	States with Primary Laws
Blue	=	States with Secondary Laws
Red	=	States without Laws

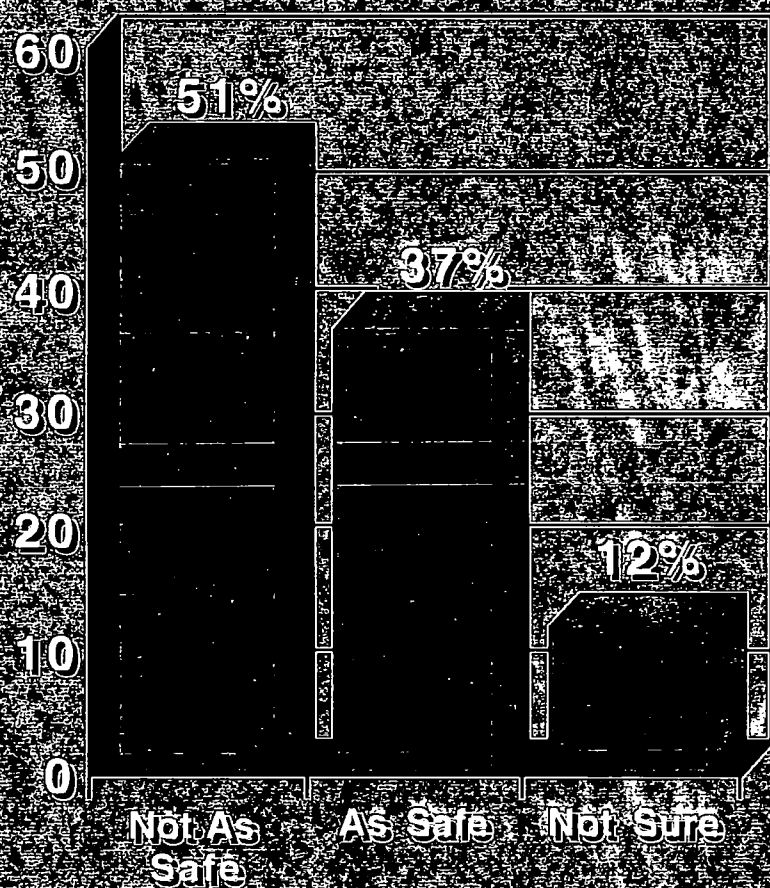


NEW MANDATORY STATE LAWS REQUIRING ALL CHILDREN RIDING IN CARS MUST BE BUCKLED INTO SPECIAL CHILDREN'S SAFETY SEATS

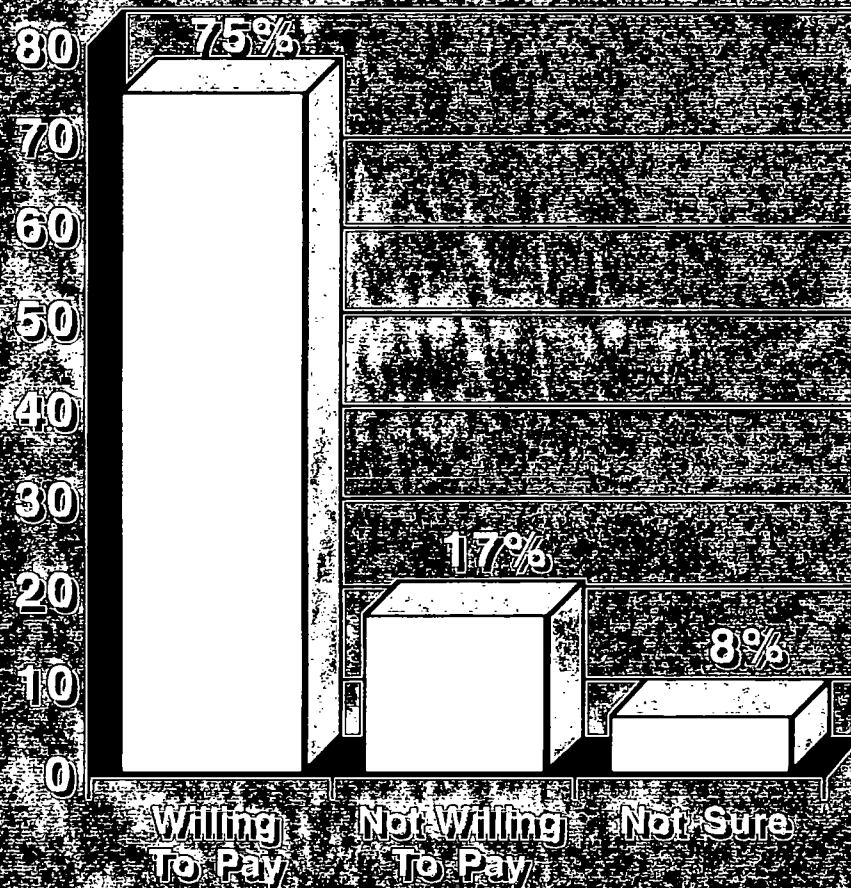




PUBLIC ATTITUDES TOWARD SAFETY IN SPORT UTILITY VEHICLES



WILLING TO PAY \$200 TO \$300 MORE PER CAR TO MAKE SPORT UTILITY VEHICLES SAFER



STATES WITH PRIMARY, OR STANDARD, SAFETY BELT LAWS (12)*

California	Louisiana
Connecticut	New Mexico
D.C.	New York
Georgia	North Carolina
Hawaii	Oregon
Iowa	Texas

STATES WITH .08 BAC LAWS (13)

Alabama	New Hampshire
California	New Mexico
Florida	North Carolina
Hawaii	Oregon
Kansas	Utah
Maine	Vermont
	Virginia

STATES WITH BOTH PRIMARY ENFORCEMENT & .08 BAC (5)

California	North Carolina
Hawaii	Oregon
New Mexico	

STATES WITH NEITHER PRIMARY ENFORCEMENT OR .08 BAC (32)

Alaska	Montana
Arizona	Nebraska
Arkansas	Nevada
Colorado	North Dakota
Delaware	Ohio
Idaho	Oklahoma
Illinois	Pennsylvania
Indiana	Rhode Island
Kentucky	South Carolina
Maryland	South Dakota
Massachusetts	Tennessee
Michigan	Washington
Minnesota	West Virginia
Mississippi	Wisconsin
Missouri	Wyoming

* The D.C. law has been passed by the D.C. Council and is pending before the U.S. Congress.

States Raising Their Speed Limits Since Repeal of the National Speed Limit (Current as of 10/10/96)

	<u>Rural Interstates</u>	<u>Urban Interstates</u>	<u>Effective Date (Rural)</u>
Alabama	70 mph	70 mph	5/9/96
Arizona	75 mph	55 mph	12/8/95
Arkansas	70 mph (trucks 65)	55 mph	8/19/96
California	70 mph (trucks 55)	65 mph	1/7/96
Colorado	75 mph	65 mph	6/24/96
Delaware	65 mph	55 mph	1/17/96
Florida	70 mph	65 mph	4/8/96
Georgia	70 mph	65 mph	7/1/96
Idaho	75 mph	65 mph	5/1/96
Kansas	70 mph	70 mph	3/7/96
Maryland	65 mph	60 mph	7/1/96
Michigan	70 mph (trucks 55)	65 mph	8/1/96
Mississippi	70 mph	70 mph	2/29/96
Missouri	70 mph	60 mph	3/13/96
Montana	unlimited (trucks 65)	unlimited	12/8/95
Nebraska	75 mph	65 mph	6/1/96
Nevada	75 mph	65 mph	12/8/95
New Mexico	75 mph	55 mph	5/15/96
New York	65 mph	65 mph	8/1/96
North Carolina	70 mph	65 mph	8/5/96
North Dakota	70 mph	55 mph	6/10/96
Oklahoma	75 mph	70 mph	8/29/96
Rhode Island	65 mph	55 mph	5/12/96
South Dakota	75 mph	65 mph	4/1/96
Texas	70 mph (trucks 60)	70 mph	12/8/95
Utah	75 mph	65 mph	5/1/96
Washington	70 mph (trucks 60)	60 mph	3/15/96
Wisconsin	65 mph	65 mph	6/17/87
Wyoming	75 mph	60 mph	12/8/95

States that have considered legislation raising speed limits but did not or have not yet raised limits: Connecticut (did not pass), Illinois (passed legislation maintaining current limits), Indiana (did not pass), Iowa (passed legislation maintaining maximum speed limit of 65 mph. 90 more miles of rural interstate will be 65 mph), Kentucky (did not pass), Louisiana (House passed resolution authorizing Secretary of DOT to increase the speed limit to 65 mph and Senate passed resolution requesting that DOT determine appropriate speed limits and to report recommendations to legislature), Maine (did not pass), Maryland (the 65 mph limit was raised on a larger number of interstate miles than before), Massachusetts (the 65 mph limit was raised on a larger number of rural interstate miles than before), Minnesota (passed legislation that allows the state DOT to determine the speed limits up to 65 on all roads. DOT has not yet raised any speed limits), New Jersey (pending), Ohio (passed legislation which maintains speed limits of 55 mph and 65 mph on interstate highways), South Carolina (did not pass) Virginia (raised speed limit to 65 mph on a small stretch of roadway), West Virginia (did not pass)

States that have not considered raising speed limit: Alaska, Hawaii, New Hampshire, Oregon, Pennsylvania, Tennessee, Vermont

Summary: Montana no longer has a daytime speed limit. Ten states have raised their speed limit to 75 mph and thirteen states have raised their speed limit to 70 mph. Nine additional states have acted to raise their maximum speed limit to 65 mph or to increase the number of roads with speed limits of 65 mph.

(Sources: Advocates for Highway and Auto Safety, Insurance Institute for Highway Safety and Association of International Automobile Manufacturers.)



**ADVOCATES
FOR HIGHWAY
AND AUTO SAFETY**

**PHOTOCOPY
PRESERVATION**

Advocates for Highway and Auto Safety is an alliance of consumer, safety, health and law enforcement groups and insurance and agents organizations working together to promote the adoption of effective highway safety legislation, standards, policies and programs at federal and state levels in order to reduce deaths, injuries and economic costs associated with motor vehicle crashes.

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PRESERVATION**

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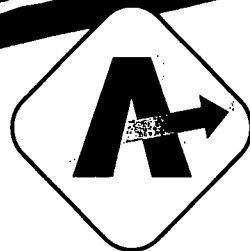
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THE Safety

December 1996 Volume 7, Number 3

ADVOCATE



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 ☎

THE WHITE HOUSE

Office of the Press Secretary

For Immediate Release

November 28, 1995

STATEMENT BY THE PRESIDENT

Today I have signed into law S. 440, the "National Highway System Designation Act of 1995." This Act advances my Administration's continued commitment to strategic investment in our Nation's infrastructure. It releases immediately more than \$5 billion in funding for highway and other transportation projects. It also implements my proposal for a "Zero Tolerance" policy toward drinking and driving by those under age 21.

I am disturbed, however, by the repeal of certain key safety measures and will work to mitigate the impact of their repeal.

This Act is the culmination of several years' work by all levels of government to identify highways of national significance -- routes that will support our Nation's needs for efficient, safe, and reliable transportation. The designation of the National Highway System makes clear that transportation infrastructure should be viewed as a single system, with each mode complementing the others. Manufacturers and shippers rely on several modes of transportation to deliver their products to consumers in the most efficient manner possible. The National Highway System unites these different modes by providing access to major ports, airports, rail stations, and public transit facilities. The National Highway System also provides 53 critical connections to Canada and Mexico so that goods can move across our Nation's borders efficiently.

In 1992, I saw the way in which our Nation's highways reach all Americans. Vice President Gore and I traveled much of this great land in buses, and we met the American people where they live and where they work. Whether at a truck stop in Carlisle, Pennsylvania, or at dusk on U.S. Highway 51 in Sandoval, Illinois, we saw and heard what access and mobility mean to opportunity and economic well-being. It was during our first bus trip, from New York City to St. Louis, Missouri, that I made a commitment to rebuild America. And I'm proud to say, this National Highway System bill builds on all the work we have done in the last 3 years to do just that.

But the National Highway System is also something more. It is a prime example of the strategic investment of Federal resources. The National Highway System comprises only 4 percent of our Nation's highways, but these roads carry almost half of our highway traffic and most of our Nation's truck and tourist traffic. The improvements made to these roads will not only support our Nation's economic, national defense, and mobility needs, but directly and significantly improve the safety of these key national roadways. The funds released by this legislation and used to upgrade noninterstate highways will provide significant safety benefits.

This Act also includes an essential and commonsense highway safety measure. Last June, I called on the Congress to make "Zero Tolerance" the law of the land and require States to adopt a Zero Tolerance standard for drivers under the age of 21. It is already against the law for young people to consume alcohol. This national standard will reinforce these laws by making it effectively illegal for young people who have been drinking to drive an automobile.

more

(OVER)

Many States have already enacted Zero Tolerance laws. These laws work -- alcohol-related crashes involving teenage drivers are down as much as 20 percent in those States. When all States have these laws, hundreds more lives will be saved and thousands of injuries will be prevented. I commend the Congress for heeding my call and making Zero Tolerance the standard nationwide for drivers under the age of 21.

S. 440 establishes innovative ways to attract new forms of investment in transportation and gives States greater flexibility and more options to utilize limited Federal transportation funds effectively. It also eliminates unnecessary Federal requirements such as those concerning highway building materials and program management. This will enable Federal transportation officials to focus their efforts on the most useful and cost-effective ways of achieving important safety aims and increase States' discretion to implement their highway programs in ways best suited to their own circumstances.

In approving S. 440, however, I must note that some of my most serious concerns with this legislation have not been remedied. I am deeply disturbed by the repeal of both the national maximum speed limit law and the law encouraging States to enact motorcycle helmet use laws. I am also disturbed that this Act could potentially exempt large numbers of small- to medium-sized trucks and their drivers from critical safety regulations governing driver qualifications and truck maintenance.

Without question, these laws have saved lives. The States, now given greater authority over issues of highway safety, must exercise this authority responsibly. I am, therefore, strongly committed to the requirement in this Act for Federal and State officials to work together to assess the costs and benefits of any change in speed limits. I have instructed the Secretary of Transportation to develop an action plan to promote safety consistent with my Administration's continuing commitment to highway safety. My Administration will redouble our efforts to protect those who travel on our Nation's highways.

Although I am disappointed by the Congress' actions on these important safety measures, I believe that this legislation will benefit the Nation by designating and funding the National Highway System, strengthening the backbone of our transportation system, providing jobs and economic opportunities, funding vital transportation projects in every State, and making Zero Tolerance the law of the land.

WILLIAM J. CLINTON

THE WHITE HOUSE,
November 28, 1995.

#



ADVOCATES FOR HIGHWAY AND AUTO SAFETY

June 10, 1996

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Donald R. Frahm
Chairman and CEO
ITT Hartford Insurance Group

Andrew McGuire
Executive Director
Trauma Foundation

President:

Judith Lee Stone

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Consumer Federation
of America

Joan Claybrook
Public Citizen

Clarence Ditlow
Center for Auto Safety

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MCR Technology Inc.

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Ralf Hotchkiss
Wheeled Mobility Center
San Francisco State University

Katherine P. Prescott
Mothers Against Drunk
Driving (MADD)

Stephen Teret
American Public Health
Association

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Rodger S. Lawson, PhD
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Gerald Maatman
Kemper National
Insurance Cos.

Bruce Marlow
Progressive Insurance

D. Richard McFerson
Nationwide Insurance Enterprise

John L. Pottridge
National Association of
Professional Insurance Agents

Robert Vagley
American Insurance Association

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

Dear Secretary Peña:

It has been more than five months since the President signed into law the National Highway System Designation (NHS) Act of 1995. At that time, the President called upon the Department of Transportation (DOT) to initiate a highway safety action plan to mitigate the consequences of the repeal of several important safety measures in the bill, namely the repeal of the National Maximum Speed Limit (NMSL), exemptions that remove safety requirements for some truck operators, and incentives for all states to pass motorcycle helmet laws.

Shortly after the signing, an action plan was distributed to members of the highway safety community stating ten key action items. While we commend the Department for putting the plan together so quickly, we are troubled that little has been done since that time. We, therefore, request a meeting with you as soon as possible to discuss the status of the action plan.

Of foremost concern to us is Action Item #2 which calls for the formation of a task force "to educate State policy makers of the consequences of weakening highway safety laws." According to the plan, the task force, which was to include a variety of outside interest groups, was to be named within 30 days. While we understand there may have been internal DOT meetings, we believe this does not comply with the spirit nor the intent of the action plan.

Regarding speed limits, Action Item #4 calls for the Department to implement a pro-active program to "pursue an independent study of modern methods to determine proper speed limits." Since the NHS was signed into law, 23 states have raised speed limits, nine states have speed limits as high as 75 mph, including your home state of Colorado, and one state, Montana, has no daytime speed limit at all. With so many states increasing speeds, we are worried that little action has yet taken place by the Department and the clock is ticking.

Our third concern relates to Action Item #6 to "Support Zero Tolerance." According to the plan, "[t]he Department will aggressively support the zero tolerance provision in the legislation, urging the States without conforming laws to promptly adopt them." Progress has been slow. A total of fourteen states have not yet enacted this lifesaving law which makes it illegal for drivers under age 21 to have a BAC level of .02 or greater. More importantly, Colorado Governor Roy Romer has twice vetoed this important legislation.



Secretary Peña -- page 2

Finally, the action plan specifically states in Action Item #9 that the Department will conduct a rulemaking to modify or revoke hours-of-service exemptions for commercial drivers of specific commodities (P.L. 104-59, 109 STAT. 569, Section 345(a)) if they are in the public interest and would not have an adverse impact on safety. According to a recent issue of the *Federal Register*, the Federal Highway Administration (FHWA) is simply issuing blanket exemptions without a public rulemaking. Since there were no Congressional hearings or floor debate in the House or Senate on these broad exemptions, we believe it is imperative to allow the public an opportunity to comment.

We believe that the "Secretary's Action Plan to Reduce Highway Injuries & Related Costs" is not moving forward as quickly as needed. We welcome the opportunity to meet with you at your earliest convenience to discuss ways we can work with you and your department to help offset the anti-safety measures in the NHS bill.

Sincerely,

Judith Lee Stone
President
Advocates for Highway and Auto Safety

Fernando Trevino, PhD
Executive Director
American Public Health Association

Greg Goodale
Director, Government Affairs
Brain Injury Association

Clarence Ditlow
Executive Director
Center for Auto Safety

Jack Rendler
Executive Director
Citizens for Reliable and Safe Highways

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Shirley Igo, Vice President
National Parent Teacher Association

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National Association of Women Highway
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Lorraine L. Wearley, PhD, President of the
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Joan Claybrook, President
Public Citizen

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Trauma Foundation

SECRETARY'S ACTION PLAN TO REDUCE HIGHWAY INJURIES & RELATED COSTS

1. **Strengthen Partnerships** President Clinton will challenge the Governors and State Legislatures to advance highway safety, thereby reducing deaths, injuries and costs, and preventing crimes. He will emphasize the high cost of crash injuries to business at economic summits, establish Safety Leadership Awards, and will champion safety in the next highway bill.
- ➔ 2. **Educate Policy makers** Secretary Peña will establish a task force on highway injury costs. Composed of those who treat crash victims, pay the bills, and set policy in the states, the panel will make recommendations on how best to convey the extent of the burden of motor vehicle crashes to policy makers at all levels.
3. **Advisory on Speed Limits** The Secretary will immediately contact Governors and urge them to take advantage of the repeal provision that gives states time to fully debate the impact of increasing speed limits.
4. **Setting Speed Limits** DOT will undertake an independent study on modern methods of setting speed limits and other proactive programs, such as assuring that all Governors and State Legislators are aware of the costs to their states due to crashes, encouraging the adoption of Zero Tolerance and other traffic safety laws, encouraging replication of "best practices" and promoting public education of the benefits of safety laws.
5. **Performance-Based Systems** The Secretary will encourage and provide assistance to the states to identify and use current data to track motor vehicle crashes, causal factors, and identify costs, to assist state policy makers as they consider their state's highway safety policies.
- ➔ 6. **Support Zero Tolerance** DOT will aggressively support the passage of Zero Tolerance legislation and enforcement in the states, including providing technical assistance.
7. **Safety Management Systems** DOT will aggressively promote and provide training for the development of state SMS efforts. The Department will showcase "best practices" to show system benefits.
8. **Traffic Safety Pilot Program** DOT will carefully exercise its discretion and will seek broad public input in implementing the new pilot program for medium-sized trucks (those under 26,000 pounds).
- ➔ 9. **Monitor Exemption Programs** The Department will closely monitor the statutory exemptions that remove safety requirements for specific categories of truck operators and, if necessary, will conduct a rulemaking to modify or revoke the exemptions.
10. **Technology Leadership** DOT will develop a safety-based technology plan and aggressively promote Intelligent Transportation Systems and technology applications.

HIGHWAY SAFETY ACTION PLAN

INTRODUCTION

The Department of Transportation (DOT) in recent years has embarked on a very aggressive safety program. Safety is the Department's highest priority, and its importance is reflected in Secretary Peña's performance contract with the President. The Highway Safety Action Plan described below is a series of actions which will respond to the changes in the National Highway System (NHS) bill and to the evolving nature of the Federal-State partnership.

ACTION PLAN ELEMENTS

1. Strengthen Partnerships. The President will challenge the Governors and State legislatures to work to sustain the progress that has been made in improving highway safety and to make further progress. The American people will hold decisionmakers at all levels of government accountable for protecting their safety. The NHS bill changes the current relationship between the Federal and State government in assuring highway safety. The President wants to work with the Governors and State legislatures to assure that this newly-shaped relationship is as successful as the previous one.
- o The President will immediately send a letter to all Governors addressing their joint commitment to safety, his proposed steps to protect safety, and his challenge to them to maintain safety. His perspective:
 - as a former Governor, "I understand and support States' rights",
 - as President, "I see the national burden created by crashes and the resulting injuries and long-term care burden",
 - huge costs often paid by taxpayers, employers, government (one third of medical costs are borne by taxpayers),
 - linkage between traffic safety and crime,
 - urge them as Governors to educate themselves about these issues in order to help us improve health and decrease budget deficit,
 - committed to working cooperatively with the Governors to achieve results measured in positive outcomes: reduced deaths, injuries and costs.

- o The President, as part of this challenge to States to maintain safety, will establish awards to Governors and State legislatures for Safety Leadership.
- o As part of the regional economic summits with business, the President will include an emphasis on the cost of motor vehicle injury to business, the leading cause of occupational death.
- o In reauthorizing the next surface transportation bill, the President will seek options that continue to move our programs toward performance-based systems to help States focus on how well they are doing in saving lives and preventing injuries.

2. **Educate Policymakers.** The Secretary will establish a task force to educate State policymakers of the consequences of weakening highway safety laws. The panel would include (1) those who bear the costs and social burden of these policies, such as: citizen representatives, business, insurance, health care providers, and (2) those who develop and implement the policies, such as: NGA, NCSL, National Association of Governors' Highway Safety Representatives, law enforcement.

The task force will be named within 30 days. The panel will meet our goal of enhancing highway safety by assuring that the concerns of those who pay the bills and bear the burdens of motor vehicle crashes are conveyed to decisionmakers in every State.

3. **Advisory on Speed Limit.** The Secretary will immediately contact the Governors of the nine States in which existing State laws provide that the speed limit automatically increases upon repeal of the National Maximum Speed Limit (NMSL). The Secretary will alert them of the terms of the repeal law that gives them a 10-day window of opportunity to delay that repeal if the State's legislature is out of session. The repeal allows a Governor to delay the automatic increase in a State's speed limit law to give that State's legislature 60 days after its session convenes to consider this issue. The Secretary will urge them to take advantage of that provision in order to carefully consider whether such an increase is in the interest of its citizens.

4. **Proactive Programs.** The Department will implement a pro-active program to:

communicate to each of the 50 States, through their Governors and legislative leaders, the burdens that motor vehicle crashes currently place on their States and provide estimates of potential cost increases resulting from reduced highway safety in the State, either through increasing the speed limit or weakening motorcycle helmet laws;

encourage the adoption of zero tolerance laws;

promote public education of the impact of highway safety laws under attack, including holding a spotlight on the States that increase their speed limits above 55/65 and on the consequences of that decision. These efforts will be supported by information

generated through the data and task force efforts mentioned in points 2 and 5;

pursue an independent study of modern methods to determine proper speed limits. Current methods are based on roadway environment and science of the 1930s. Today's approach must include a comprehensive look at current safety knowledge including human factors and vehicle design; and

promote the "best practices" approach of DOT serving as a clearinghouse to State and local groups on effective programs, planning, and evaluation efforts, and providing technical assistance as appropriate.

5. Performance-Based Systems. The Secretary will encourage improvements in performance measures and accountability by assisting all States in identifying and using current data to help them recognize and track their State-specific costs due to motor vehicle crashes and causal factors, such as excessive speed, and to identify the ultimate payer of these costs. The Department will do so by using easily-identified existing measures not currently in widespread use and incorporating these measures into the work of the Bureau of Transportation Statistics. In addition, the Secretary will work with the Department of Health and Human Services, using the existing Memorandum of Understanding, to assist in supporting improved data collection in the States.

This technical assistance will support the States in fulfilling the requirements for a report on the consequences of raising speed limits as required under section 347 of the bill.

With this data, most States, for the first time, will have before their decisionmakers (such as the governor and legislators) the costs to that State due to speed, non-belt/non-helmet use, impaired driving, etc. We hope this will lead to better and more informed decisions about highway safety policies in that State. Previous Federal efforts to share our findings have often been seen as intrusive, and thus discounted. A State's own accurate and valid data will support a State's ability to act in the best interests of its citizens.

Information including the status of State data collection efforts will be assembled and presented to legislators no later than early 1996; a priority will be placed on States where the legislature is currently in session.

→ 6. Support Zero Tolerance. The Department will aggressively support the zero tolerance provision in the legislation, urging the States without conforming laws to promptly adopt them. This effort will include technical assistance to the States from the Department.

7. Safety Management Systems. Notwithstanding provisions of S. 440 which make State implementation of highway management systems optional, the Department will continue to aggressively promote and support the development of safety management systems in all States. We are showcasing "best practices" as well as providing training to insure that all



ADVOCATES FOR HIGHWAY AND AUTO SAFETY

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Progressive Insurance

Robert Vagley
American Insurance Association

MISSION

Advocates for Highway and Auto Safety is an alliance of consumer, health and safety groups and insurance companies and agents working together to make America's roads safer. **Advocates** encourages the adoption of federal and state laws, policies and programs that save lives and reduce injuries. By joining its resources with others, **Advocates** helps build coalitions to increase participation of a wide array of groups in public policy initiatives which advance highway and auto safety.

HISTORY AND STRUCTURE

Advocates was founded in 1989 by the heads of a number of major property and casualty insurance companies and several prominent consumer and safety leaders. These two communities share virtually identical goals on highway and auto safety issues.

Advocates' Board of Directors is made up of equal numbers of insurance and agents' organizations and consumer, safety and law enforcement groups. The insurer members provide the financial resources of **Advocates**, but both groups share the responsibility for establishing program and policy priorities. All members provide expertise, outreach to constituents, research and other assistance to help the organization achieve its goals.

OBJECTIVES

According to the federal government, each year motor vehicle crashes claim approximately 40,000 lives, are responsible for millions of injuries, and cost Americans over \$137 billion in property loss, medical and emergency bills, productivity loss, and other costs. **Advocates** is pursuing policies and standards that will mitigate this wasteful tragedy.

Advocates' unique alliance combines the perspectives and resources of our member organizations to implement specific strategies for achieving our policy goals. By working with other coalitions and organizations, **Advocates** helps to maximize effectiveness and avoid duplication of effort on numerous public policy endeavors.

(continued)



STRATEGIES AND ACTIVITIES

The organization develops a program plan each year to identify opportunities, establish priorities and allocate resources. **Advocates'** staff tracks legislation, analyzes issues, conducts research, develops strategy, participates in existing coalitions and organizes new ones when needed, engages in lobbying, files technical comments on federal regulatory actions, provides information to the media, publishes a newsletter and other publications, and maintains an extensive database of grassroots activists interested in highway safety issues.

ISSUES

Advocates has identified a number of critical issues to address in federal and state policy priorities, including:

- **Occupant Protection:** safety belts, child safety seats, air bags and motorcycle helmets;
- **Vehicle Crashworthiness:** improved head injury and side impact crash protection; upgraded standards for light trucks and vans; rollover, pedestrian and child restraint crash protection standards;
- **Speed:** radar detector bans, 55 MPH national speed limit, voluntary industry restraints on promotion and portrayal of excessive speed in advertising;
- **Impaired Driving:** administrative license suspension, roadside sobriety checkpoints, open container legislation, .08 BAC laws, lower BAC tolerance for youth;
- **Highway Safety:** improved highway safety design, appurtenances and traffic control devices, freeze on double- and triple-trailer trucks, truck safety improvements;
- **Consumer Protection:** bumper quality disclosure, auto crash parts, anti-auto theft legislation.

Incumbent in all these areas is adequate funding through authorization of programs and appropriation of funds. **Advocates** monitors and actively participates in the congressional appropriations process to influence whenever possible the allocation of Highway Trust Fund and other money for safety programs and insure congressional oversight of the regulatory agencies responsible for highway and auto safety.

OUTLOOK

Two great strengths of **Advocates for Highway and Auto Safety** are its single-minded dedication to the adoption of public policies that save lives, prevent injuries and reduce costs, and the diversity of organizational support for its mission and in its membership. Combining the resources, expertise and commitment of the property/casualty insurance industry and consumer and safety organizations, **Advocates** plays a dynamic role in developing legislative and regulatory policies, expanding public understanding of highway and auto safety issues, and encouraging coalition efforts to further reduce the devastating human and economic costs of death and injury on the nation's roadways.

kids, cars & crashes

CAUTION:
Precious Cargo Inside

A CAMPAIGN FOR STRONGER LAWS TO
PROTECT YOUTH ON OUR NATION'S HIGHWAYS
SPONSORED BY ADVOCATES FOR HIGHWAY AND AUTO SAFETY

February 6, 1997

CONTACT: Cathy Hickey
(202) 408-1711 or
1-800-659-2247

Advocates Calls on Nation's Governors to Support "Kids, Cars and Crashes: Precious Cargo Inside" Campaign

*Youth Safety Initiatives Highlighted in Support of Child Passenger Safety Week
February 9 - 15, 1997*

In recognition of Child Passenger Safety Week, February 9-15, Advocates for Highway and Auto Safety is calling on all 50 governors to support its "Kids, Cars and Crashes: Precious Cargo Inside" campaign to pass and/or upgrade key laws in all states to protect youth on our highways.

Launched in September, 1996, the "Kids, Cars and Crashes: Precious Cargo Inside" campaign aims to: 1) strengthen child passenger restraint laws, 2) upgrade safety belt laws to "primary" or "standard" enforcement laws, 3) pass teenage graduated licensing laws, and 4) pass zero alcohol tolerance laws for youth.

In 1995 alone, 9,110 children under the age of 21 were killed on our highways. Children ages 12 and younger accounted for 2,197 of the deaths and among children aged 5-12, crash injuries are the leading cause of death.

"Traffic crashes are killing our nation's children in alarming numbers," said Judith Lee Stone, President of Advocates for Highway and Auto Safety in a letter to each of the 50 governors, "but we know what can be done to save lives." According to Stone, "A mix of sound traffic safety laws, strict enforcement of those laws, and increased public awareness has been proven to go a long way toward preventing crashes and reducing death and injury on our highways."

One of the greatest ways to protect children (and adults) is to make sure they are properly restrained in a child safety seat or 3-point safety belt at all times while traveling in a motor vehicle. In order to do this, "We must immediately close dangerous loopholes in state laws that don't protect all children," said Stone.

According to Stone, while every state has a child restraint law, 33 states have "gaps" or "loopholes" in the laws which exempt many children from coverage under either safety belt or child restraint use laws. Such exemptions may allow children to ride unrestrained in the back seat or if someone other than the child's parents is operating the vehicle.

- more -

"Kids, Cars and Crashes: Precious Cargo Inside"

page 2 of 2

While most states' child restraint laws cover babies and children up to about 5 years of age, older children are not always adequately protected. For example, in most states, a 10-year old child can legally ride unrestrained in the back seat because the laws in those states apply only to front seat occupants. Advocates recommends raising the age limit on child restraint laws to cover children up to age 16 in both the front and back seat.

Advocates is also calling on the governors of the 39 states without "primary" or standard enforcement safety belt laws to pass them, including New Hampshire, which has no safety belt law at all (primary or secondary). "Primary" enforcement safety belt laws give a law enforcement officer the authority to pull over and fine motorists for not wearing their safety belts. Currently, only 11 states have "primary" enforcement laws. The remaining states have secondary seat belt enforcement laws which require a law enforcement officer to stop a vehicle for another offense before being able to write a ticket for a belt violation.

States that have upgraded their belt laws to "primary" enforcement, have seen their use rates jump anywhere from 10-15 percentage points. According to the National Highway Traffic Safety Administration, if the nation as a whole were to achieve an average safety belt use rate of 85 percent (as opposed to the current 68 percent), nearly 7,000 additional lives could be saved each year.

As children grow into young adults, new risks are added as they take to the road as drivers. The crash rate per mile for drivers 15-20 years of age is approximately four times as high as adults 21 years of age and older. An effective tool in the prevention of these crashes is the implementation of a system of graduated licensing. Graduated licensing laws require young drivers to "graduate" through phases of restricted driving before they are allowed to get their unrestricted licenses. Such restrictions include a mandatory supervised driving period, night driving curfews, limits on teen passengers riding with a beginning driver, and a no alcohol policy (better known as "zero tolerance").

Zero tolerance laws set the illegal Blood Alcohol Content (BAC) level at .02 percent or greater for drivers under the legal drinking age of 21. All 50 states have 21 legal minimum drinking age laws, therefore, it should be illegal for these young drivers to operate a motor vehicle with any measurable amount of alcohol in their systems. The influence of alcohol, coupled with driving inexperience is a deadly combination. States that have lowered the BAC level for young drivers have seen significant decreases in alcohol-related fatalities among youth under age 21. After Maryland enacted its zero tolerance law, alcohol-related crashes attributed to young drivers declined by 11 percent, and by 50 percent in counties where news of the law was spread through a public education campaign.

Advocates for Highway and Auto Safety is a broad-based alliance of consumer, safety and law enforcement groups and insurance organizations working to promote effective highway safety legislation and policies at state and federal levels. For more information, please contact Advocates for Highway and Auto Safety at 1-800-659-BAGS or visit our world wide web site at www.saferoads.org.

-###-



STRENGTHENING YOUTH-HIGHWAY SAFETY LAWS

Favor Immediate Revocation of Teen Licenses if Test Positive for Alcohol

88% Youth 18-29

91% Adults

Favor Adopting Graduated Licensing Laws to Phase in Full Teen Driving Privileges

77% Youth 18-29

89% Adults

Oppose Rolling Back Legal Drinking Age From 21 Years of Age

65% Youth 18-29

78% Adults

Favor Mandatory Curfew on Teen Driving During First Six Months: 10pm or 11pm

39% Youth 18-29

62% Adults

Favor Media Carrying Photos and Names of all Repeat Offenders Driving Under the Influence

56% Youth 18-29

66% Adults

0 10 20 30 40 50 60 70 80 90 100



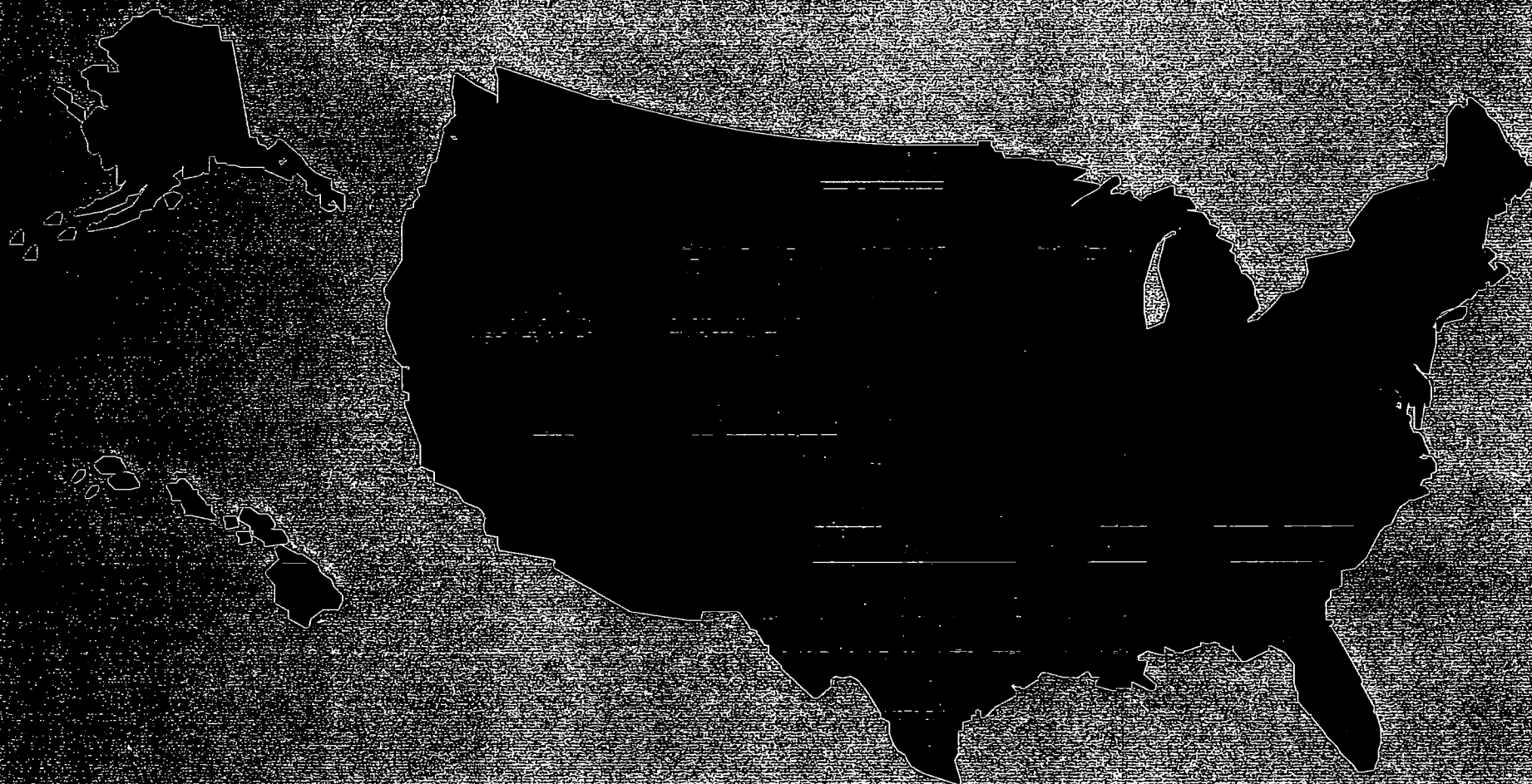
COMPREHENSIVE CHILD PASSENGER RESTRAINT LAWS



Blue	=	States with no gaps ages 0-15
Red	=	States with gaps ages 0-15



ZERO TOLERANCE LAWS



Blue
Red

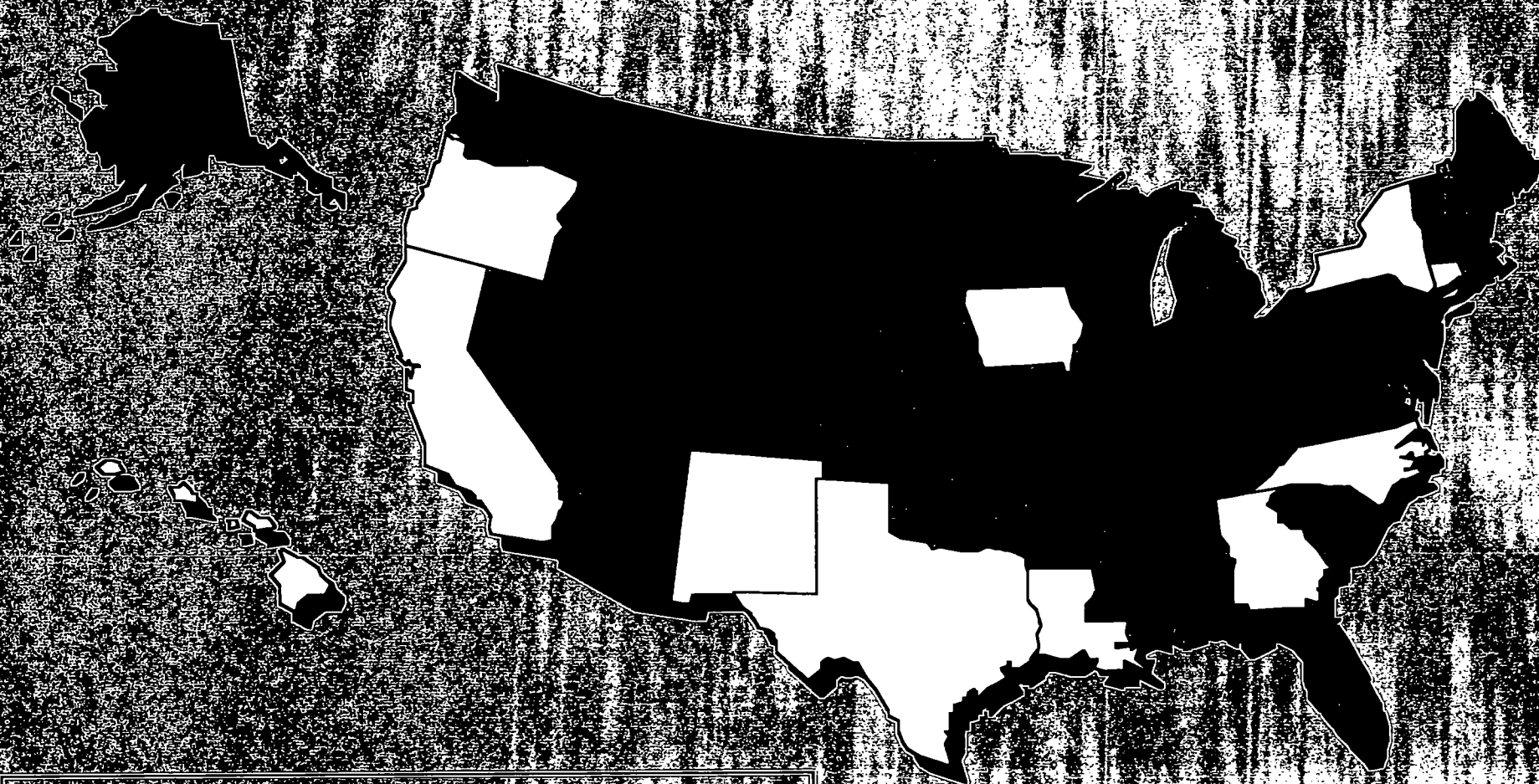
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States with Zero Tolerance Laws

States without Zero Tolerance Laws



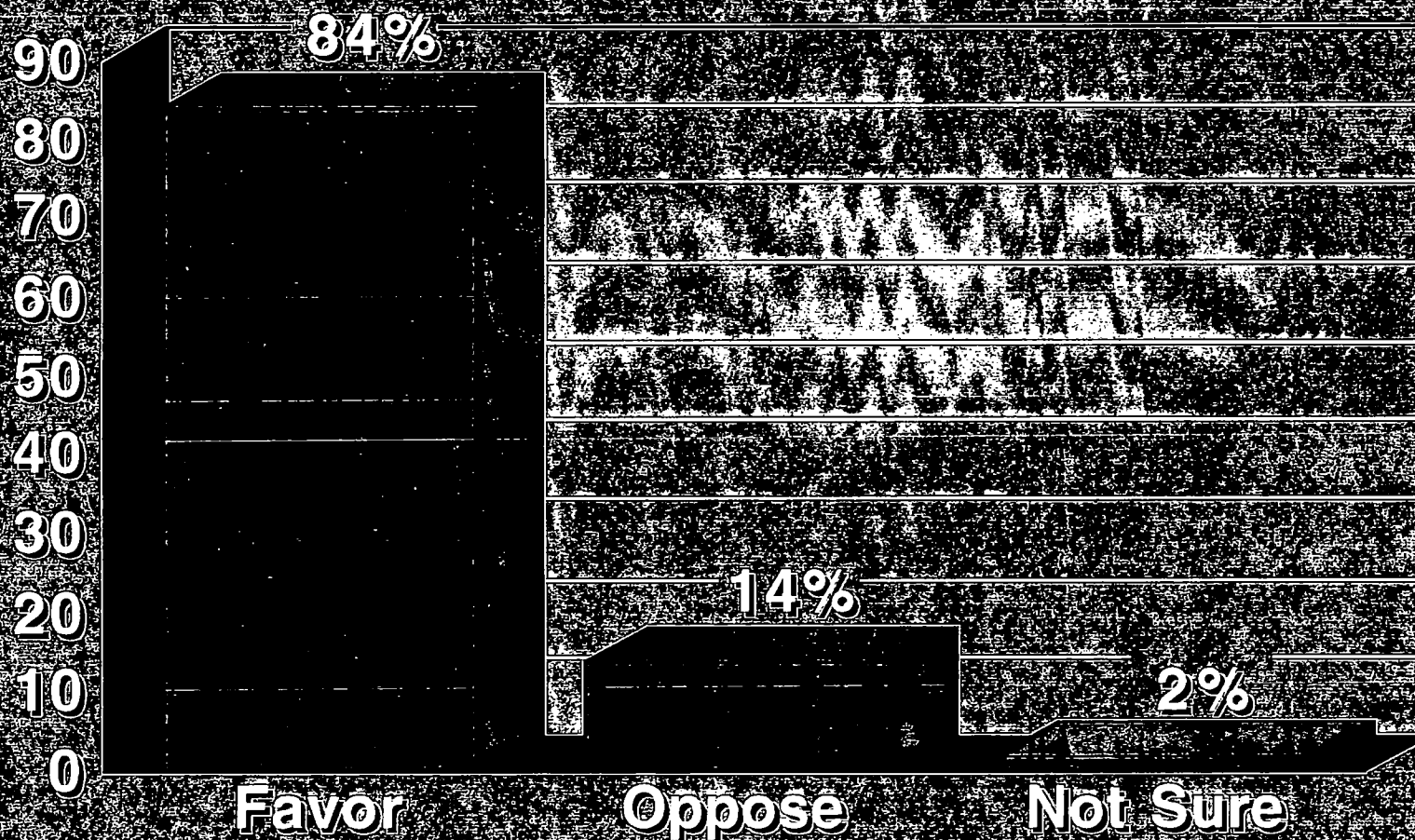
SAFETY BELT LAWS



Yellow	=	States with Primary Laws
Blue	=	States with Secondary Laws
Red	=	States without Laws

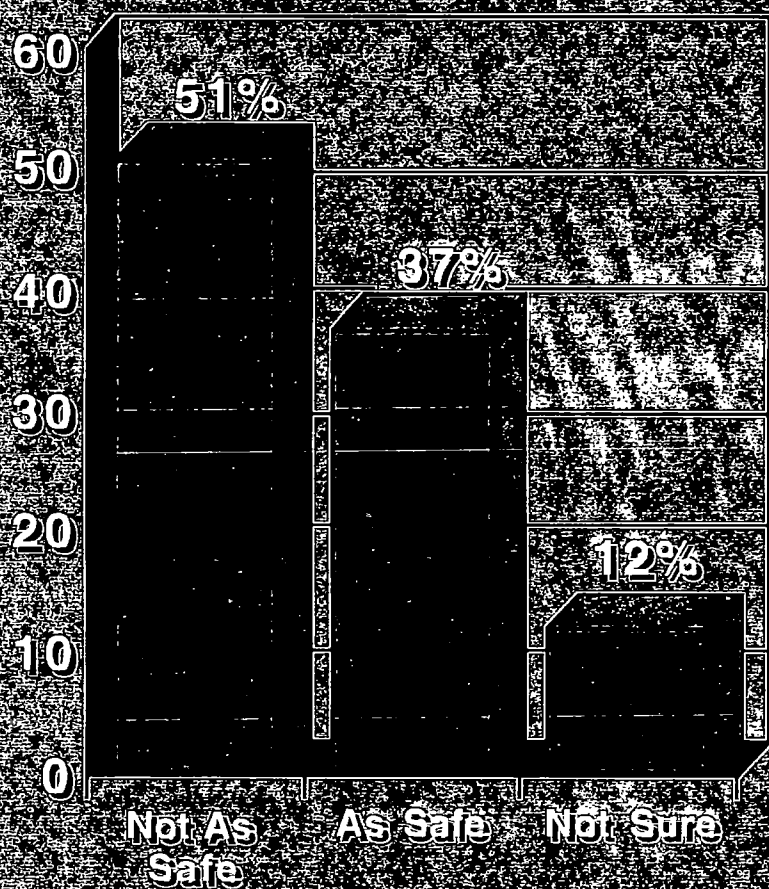


NEW MANDATORY STATE LAWS REQUIRING ALL CHILDREN RIDING IN CARS MUST BE BUCKLED INTO SPECIAL CHILDREN'S SAFETY SEATS

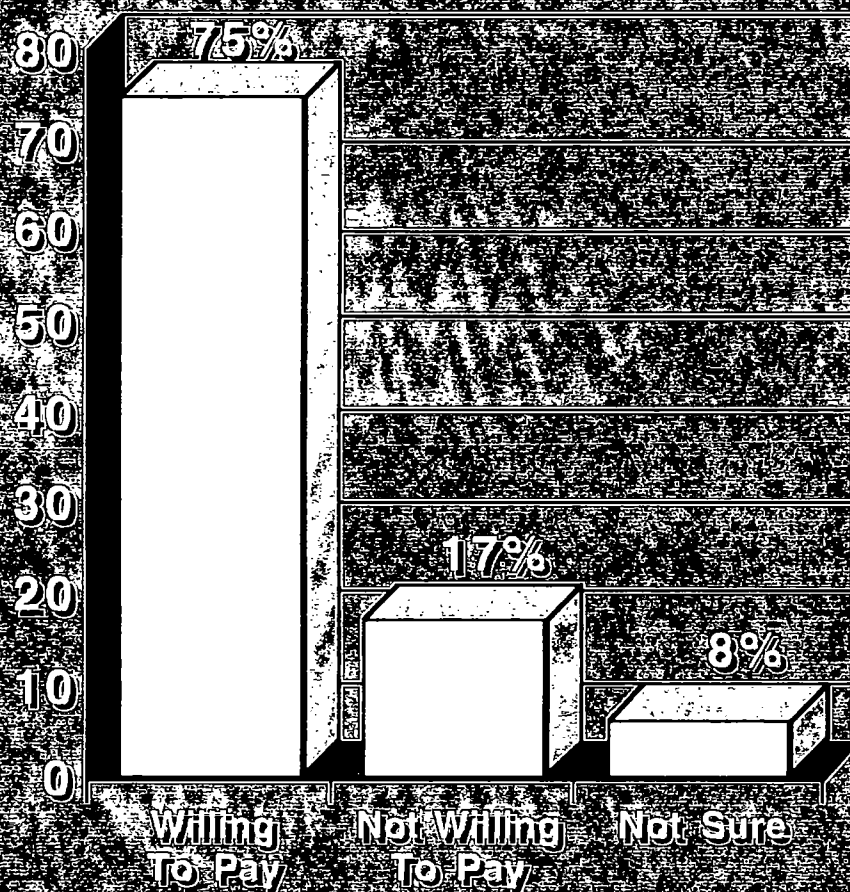




PUBLIC ATTITUDES TOWARD SAFETY IN SPORT UTILITY VEHICLES



WILLING TO PAY \$200 TO \$300 MORE PER CAR TO MAKE SPORT UTILITY VEHICLES SAFER



- Top two highest priority
- next two easy.

PROPOSED NHTSA ISSUES IN ISTEA II

1. PASSENGER VEHICLE ROLLOVER

◆ Crashes in which a vehicle rolled over accounted for 30 percent of passenger vehicle occupant deaths in 1995 (53 percent of single-vehicle crash deaths and 10 percent of multiple-vehicle crash deaths). Single-vehicle crashes involving rollover accounted for 41 occupant deaths per million registered passenger vehicles in 1995 compared with 9 deaths per million in multiple-vehicle crashes. Small utility vehicles are disproportionately involved in fatal rollover crashes. Single-vehicle rollover crashes accounted for half of occupant deaths in utility vehicles in 1995, compared with 36 percent of deaths in pickups and 19 percent of deaths in cars. Source: IIHS.

◆ Consumers Union's dynamic performance test for rollover (evasive maneuver) shows potential for a different approach to ensuring passenger vehicle rollover resistance determinations.

◆ Current approach in rulemaking on rollover consumer labeling may not provide sufficient discriminating or correct rollover tendency information for buyers.

Recommendation: *Require NHTSA rulemaking to establish a clear pass-fail consumer information statement on new light truck and van rollover propensities based on an evasive maneuver test.*

2. ROOF CRUSH & HEAD INJURY PROTECTION

◆ Current roof crush strength standard has not been changed since first issued in 1971.

◆ In the head injury prevention rulemaking required by ISTEA, NHTSA did not address roof crush strength standard or central roof area of vehicles.

◆ Dynamic roof crush strength test is needed for all roof areas rather than only at the front roof structure of vehicles.

◆ Dynamic roof crush strength standard is needed to ensure roof integrity in full passenger vehicle rollover crashes and to complement the recent NHTSA standard for improving upper vehicle interior head impact protection.

Recommendation: *Require NHTSA rulemaking to establish a dynamic test for roof strength based on the need for a passenger vehicle to resist roof collapse and penetration in full rollover crashes.*

3. BUILT-IN CHILD RESTRAINTS

◆ Rulemaking on built-in child restraints can be linked to emphasis on properly restraining children in rear seat.

◆ Built-in restraints would make use of such restraints more convenient.

◆ NTSB recommended that manufacturers increase the production of built-in child restraints to promote putting children in the back seat and using restraints correctly.

Recommendation: *NHTSA rulemaking requiring that any motor vehicle with a full back seat have a built-in child restraint seat in the middle position.*

4. INTEGRATED SEATS

◆ Integrated seats are now only available on expensive passenger vehicles and consist of safety belts included as part of the seat design rather than independently mounted on separate vehicle structural components, such as pillars and floorpans.

◆ Integrated seats have multiple safety benefits: they can increase belt use rates by improving safety belt comfort and fit, and they can enhance air bag safety performance through better accommodation of a wider range of occupant sizes.

◆ Integrated seats also permit desirable improvements in currently inadequate designs of head restraints and provide the occasion for seat back and seat track strength improvements.

Recommendation: *Require NHTSA rulemaking on integrated seats to improve safety belt fit, to promote better vehicle crash response to a wider range of occupant sizes, to improve seat back and seat track strength, and to ensure the redesign of head restraints for the prevention of neck injuries.*

Safety Belts failing —

5. PASSENGER VEHICLE IMPACT PEDESTRIAN SAFETY

◆ 5,585 pedestrians died in 1995, up slightly from 1994. Since 1975, 13 to 17 percent of motor vehicle deaths each year have been pedestrian fatalities. The most serious injuries often result from pedestrian impacts with the hoods, fenders, and cowls of passenger vehicles. Deaths and, in particular, serious injuries to people's heads, pelvises, and legs are common, and injury severity could be substantially mitigated by introducing "forgiving" designs of the major front-end features of cars, vans, and light trucks. Source: IIHS.

◆ The number and percentage of elderly citizens has grown rapidly over the last decade. People age 65 and older have more than twice as many pedestrian deaths per 100,000 people as younger age groups. Elderly pedestrians are especially prone to severe injury and deaths even in relatively low speed impacts with passenger vehicles. Source: IIHS.

◆ Front-end passenger vehicle aggressivity can be mitigated for pedestrian safety.

Recommendation: *Require NHTSA rulemaking for reduction in passenger vehicle front-end impact deaths and injuries of pedestrians by reducing front-end passenger vehicle aggressivity.*

6. TRUCK/BUS RETREADED/REGROOVED TIRES — *REGO*

◆ There is a current NHTSA standard for passenger vehicle tires less than 10,000 pounds gross vehicle weight rating (GVWR), but none for vehicles greater than 10,000 pounds GVWR.

◆ State of Pennsylvania has petitioned NHTSA to do rulemaking.

◆ There is widespread anecdotal information and consistent press reports of crashes caused by tire retread/recap failures on medium and heavy trucks.

Recommendation: *Require NHTSA rulemaking for medium/heavy vehicle retread/recap/regroove standard that will ensure tire integrity under real-world operating conditions.*

7. LARGE TRUCK/BUS FRONT-END AGGRESSIVITY REDUCTION

◆ Thousands of passenger vehicle deaths are due to the predictable effects of crashes involving the high, unmitigated mass differentials between passenger vehicles and medium/heavy commercial vehicles. A passenger vehicle impacting a commercial vehicle which is heavier than about 10,000 pounds produces a radically increased risk of severe injury or death to the passenger vehicle occupants.

◆ NHTSA proposed a strong effort to redesign/alter truck/bus front ends to reduce these deaths in 1987, but gave up under intense industry pressure.

◆ NHTSA has reopened research on this issue, but needs a regulatory deadline to convert ongoing research to regulatory action.

Recommendation: *Require NHTSA rulemaking for performance standard and/or equipment standard to improve commercial vehicle front-end crash energy management in a way that will substantially reduce passenger vehicle occupant deaths and injuries.*

KEY PROVISIONS OF SAFETY BELT USE LAWS

State	Effective Date	Enforcement	Fine	Seats	Vehicle and Coverage by Law	* Usage Rate
Alabama	July 18, 1992	Secondary	\$25	Front	Passenger car from model year 1965.	52
Alaska	September 12, 1990	Secondary	\$15	All	Motor vehicle. Over age 16.	69
American Samoa	January 1, 1989	Primary	\$25	All	Passenger car, truck, and van.	81
Arizona	January 1, 1991	Secondary	\$10	Front	Passenger car and van from model year 1972.	60
Arkansas	July 15, 1991	Secondary	\$30	Front	Passenger car, truck, and van.	51
California	January 1, 1986	Primary	\$20	All	Passenger car, van, and small truck.	85
Colorado	July 1, 1987	Secondary	\$15	Front	Passenger car, van, taxi, ambulance, RV, and small truck.	56
Connecticut	January 1, 1986	Primary	\$37	Front	Passenger car, van, and truck.	72
Delaware	January 1, 1992	Secondary	\$20	Front	Passenger car.	60
Dist. of Columbia	December 12, 1985	Secondary	\$15	Front	Vehicle seating 8 or less people.	63
Florida	July 1, 1986	Secondary	\$20	Front	Motor vehicle and pickup truck.	59
Georgia	September 1, 1988	Primary**	\$15	Front	Passenger car to carry under 10 people.	53
Guam	November 20, 1986	Primary	\$70	Front	Passenger car, truck, and van.	94
Hawaii	December 16, 1985	Primary	\$20	Front	Vehicle registered in state.	80
Idaho	July 1, 1986	Secondary	\$5	Front	Motor vehicle under 8 thousand pounds.	59
Illinois	July 1, 1985	Secondary	\$25	Front	Motor vehicle to carry under 10 people and RV.	69
Indiana	July 1, 1987	Secondary	\$25	Front	Passenger car, bus, and school bus.	64
Iowa	July 1, 1986	Primary	\$10	Front	Passenger car, van, and truck 10 thousand pounds or less.	76
Kansas	July 1, 1986	Secondary	\$10	Front	Passenger car and van.	54
Kentucky	July 13, 1994	Secondary	\$25	All	Motor vehicles from model year 1965.	52
Louisiana	July 1, 1986	Primary	\$25	Front	Passenger car, van, and truck under 6 thousand pounds.	59
Maine	December 27, 1995	Secondary	\$25	All	Passenger vehicles.	50
Mariana Islands	April 20, 1990	Primary	\$25	All	Passenger car and truck.	80
Maryland	July 1, 1986	Secondary	\$25	Front	Passenger/multi-purpose vehicle, truck, tractor, and bus.	70
Massachusetts	February 1, 1994	Secondary	\$25	All	Passenger car, van, and truck.	53
Michigan	July 1, 1985	Secondary	\$25	Front	Motor vehicle.	67
Minnesota	August 1, 1986	Secondary	\$25	Front	Passenger car, pickup truck, van, and RV.	65
Mississippi	March 20, 1990	Secondary	\$25	Front	Passenger car and van.	46
Missouri	September 28, 1985	Secondary	\$10	Front	Passenger car to carry under 10 people.	71
Montana	October 1, 1987	Secondary	\$20	All	Motor vehicle.	70
Nebraska	January 1, 1993	Secondary	\$25	Front	Motor vehicle.	64
Nevada	July 1, 1987	Secondary	\$25	All	Passenger car under 6 thousand pounds.	71
New Jersey	March 1, 1985	Secondary	\$20	Front	Passenger car.	61
New Mexico	January 1, 1986	Primary	\$25	Front	Motor vehicle under 10 thousand pounds.	86
New York	December 1, 1984	Primary	\$50	Front	Passenger car.	72
North Carolina	October 1, 1985	Primary	\$25	Front	Passenger motor vehicle to carry under 10 people.	81
North Dakota	July 14, 1994	Secondary	\$20	Front	Motor vehicle.	42
Ohio	May 6, 1986	Secondary	\$25	Front	Passenger/commercial car, van, tractor, and truck.	63
Oklahoma	February 1, 1987	Secondary	\$10	Front	Passenger car, van, and pickup truck.	46
Oregon	December 7, 1990	Primary	\$95	All	Motor vehicle.	80
Pennsylvania	November 23, 1987	Secondary	\$10	Front	Passenger car, truck, and motor home.	71
Puerto Rico	January 19, 1975	Primary	\$10	Front	Passenger car. Over age 4.	62
Rhode Island	June 18, 1991	Secondary	No	All	Passenger car. Over age 12.	58
South Carolina	July 1, 1989	Secondary	\$10	Front	Passenger car, truck, van, RV, and taxi.	64
South Dakota	January 1, 1995	Secondary	\$20	Front	Passenger car, truck, van, RV, and taxi.	40
Tennessee	April 21, 1986	Secondary	\$25	Front	Vehicle under 8.5 thousand pounds.	64
Texas	September 1, 1985	Primary	\$25	Front	Passenger car, van, and certain trucks.	72
Utah	April 28, 1986	Secondary	\$10	Front	Motor vehicle.	56
Vermont	January 1, 1994	Secondary	\$10	All	Passenger car.	67
Virgin Islands	October 1, 1991	Primary	\$50	Front	Passenger car.	92
Virginia	January 1, 1988	Secondary	\$25	Front	Motor vehicle.	70
Washington	June 11, 1986	Secondary	\$25	All	Passenger/multi-purpose vehicle, bus, and truck.	83
West Virginia	September 1, 1993	Secondary	\$25	Front	Passenger car. Age 18 and under in rear seat.	58
Wisconsin	December 1, 1987	Secondary	\$10	All	Motor vehicle.	64
Wyoming	June 8, 1989	Secondary	No	Front	Passenger car, van, and pickup truck.	N/A

Total Use Laws: 49 States + D.C., Puerto Rico, and the Territories

**Eff. 7/1/96

*Reported December 199

Estimated Savings for States Without Standard Enforcement if Safety Belt Use Rates Increased 15 Points

State	Fatalities Prevented	Economic Savings	Moderate to Critical Injuries Prevented	Economic Savings	Minor Injuries Prevented	Economic Savings
Alabama	96	62,595,552	829	38,520,314	670	1,995,930
Alaska	9	8,263,125	100	6,558,900	68	285,260
Arizona	78	53,538,966	1063	52,071,055	774	2,427,264
Arkansas	52	32,119,204	375	16,540,125	297	838,134
Colorado	55	44,783,585	822	47,703,948	625	2,325,625
Delaware	9	7,666,227	110	6,672,600	88	342,496
DC	4	4,094,408	175	12,820,150	142	664,134
Florida	196	154,893,900	2945	165,989,035	2315	8,359,465
Idaho	24	15,476,280	214	9,847,852	161	474,306
Illinois	145	126,408,100	2680	166,604,880	1994	7,942,102
Indiana	88	63,426,528	1231	63,284,479	927	3,052,611
Kansas	37	28,678,441	543	30,042,018	434	1,537,228
Kentucky	72	46,831,608	1001	46,414,368	810	2,407,320
Maine	14	10,146,528	236	12,208,516	195	645,840
Maryland	62	57,320,116	1297	85,467,112	969	4,093,056
Massachusetts	31	29,725,218	850	58,162,100	723	3,167,463
Michigan	142	111,084,328	2550	142,223,700	1889	6,751,286
Minnesota	57	45,592,248	827	47,162,983	613	2,240,515
Mississippi	68	37,981,128	513	20,452,797	422	1,076,944
Missouri	106	79,195,250	1179	62,811,225	873	2,980,422
Montana	23	15,456,299	184	8,828,688	123	377,733
Nebraska	26	19,446,050	415	22,174,695	303	1,035,351
Nevada	30	24,091,800	325	18,560,750	215	788,835
New Hampshire	9	7,896,357	98	6,176,548	79	316,711
New Jersey	47	49,949,532	1554	117,780,768	1246	6,050,576
North Dakota	6	4,041,672	66	3,177,900	54	166,212
Ohio	116	87,037,352	2725	145,817,475	2101	7,202,228
Oklahoma	51	33,783,675	648	30,582,360	520	1,574,040
Pennsylvania	143	114,494,809	2150	122,784,350	1589	5,812,562
Rhode Island	4	3,154,708	108	6,059,448	87	313,548
South Carolina	79	51,005,876	754	34,699,834	569	1,678,550
South Dakota	10	6,863,970	106	5,209,370	90	282,240
Tennessee	124	84,716,800	1446	70,425,984	1095	3,418,590
Utah	26	15,810,288	413	17,933,699	307	853,153
Vermont	11	8,174,430	127	6,694,297	92	312,432
Virginia	96	80,315,616	1304	77,803,160	927	3,543,921
Washington*	11	8,956,717	174	10,104,006	109	405,589
West Virginia	32	18,998,560	389	16,475,706	304	824,752
Wisconsin	68	51,402,220	1002	54,006,798	765	2,642,310
Wyoming	15	10,751,415	125	6,368,000	94	307,850
Total	2272	1,716,168,886	33,653	1,873,221,993	25,658	91,514,584

This chart assumes an increase of safety belt use by 15 percentage points except for the state of Washington. Washington's estimates are based upon a use rate of 85 percent.

HIGHWAY SAFETY PRIORITIES FOR ISTE A 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

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)

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

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.

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 I, 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.

PROPOSED NHTSA ISSUES IN ISTEA II

1. PASSENGER VEHICLE ROLLOVER

◆ Crashes in which a vehicle rolled over accounted for 30 percent of passenger vehicle occupant deaths in 1995 (53 percent of single-vehicle crash deaths and 10 percent of multiple-vehicle crash deaths). Single-vehicle crashes involving rollover accounted for 41 occupant deaths per million registered passenger vehicles in 1995 compared with 9 deaths per million in multiple-vehicle crashes. Small utility vehicles are disproportionately involved in fatal rollover crashes. Single-vehicle rollover crashes accounted for half of occupant deaths in utility vehicles in 1995, compared with 36 percent of deaths in pickups and 19 percent of deaths in cars. Source: IIHS.

◆ Consumers Union's dynamic performance test for rollover (evasive maneuver) shows potential for a different approach to ensuring passenger vehicle rollover resistance determinations.

◆ Current approach in rulemaking on rollover consumer labeling may not provide sufficient discriminating or correct rollover tendency information for buyers.

Recommendation: *Require NHTSA rulemaking to establish a clear pass-fail consumer information statement on new light truck and van rollover propensities based on an evasive maneuver test.*

2. ROOF CRUSH & HEAD INJURY PROTECTION

◆ Current roof crush strength standard has not been changed since first issued in 1971.

◆ In the head injury prevention rulemaking required by ISTEA, NHTSA did not address roof crush strength standard or central roof area of vehicles.

◆ Dynamic roof crush strength test is needed for all roof areas rather than only at the front roof structure of vehicles.

◆ Dynamic roof crush strength standard is needed to ensure roof integrity in full passenger vehicle rollover crashes and to complement the recent NHTSA standard for improving upper vehicle interior head impact protection.

Recommendation: *Require NHTSA rulemaking to establish a dynamic test for roof strength based on the need for a passenger vehicle to resist roof collapse and penetration in full rollover crashes.*

3. BUILT-IN CHILD RESTRAINTS

◆ Rulemaking on built-in child restraints can be linked to emphasis on properly restraining children in rear seat.

◆ Built-in restraints would make use of such restraints more convenient.

◆ NTSB recommended that manufacturers increase the production of built-in child restraints to promote putting children in the back seat and using restraints correctly.

Recommendation: *NHTSA rulemaking requiring that any motor vehicle with a full back seat have a built-in child restraint seat in the middle position.*

4. INTEGRATED SEATS

- ◆ Integrated seats are now only available on expensive passenger vehicles and consist of safety belts included as part of the seat design rather than independently mounted on separate vehicle structural components, such as pillars and floorpans.

- ◆ Integrated seats have multiple safety benefits: they can increase belt use rates by improving safety belt comfort and fit, and they can enhance air bag safety performance through better accommodation of a wider range of occupant sizes.

- ◆ Integrated seats also permit desirable improvements in currently inadequate designs of head restraints and provide the occasion for seat back and seat track strength improvements.

Recommendation: *Require NHTSA rulemaking on integrated seats to improve safety belt fit, to promote better vehicle crash response to a wider range of occupant sizes, to improve seat back and seat track strength, and to ensure the redesign of head restraints for the prevention of neck injuries.*

5. PASSENGER VEHICLE IMPACT PEDESTRIAN SAFETY

- ◆ 5,585 pedestrians died in 1995, up slightly from 1994. Since 1975, 13 to 17 percent of motor vehicle deaths each year have been pedestrian fatalities. The most serious injuries often result from pedestrian impacts with the hoods, fenders, and cowls of passenger vehicles. Deaths and, in particular, serious injuries to people's heads, pelvises, and legs are common, and injury severity could be substantially mitigated by introducing "forgiving" designs of the major front-end features of cars, vans, and light trucks. Source: IIHS.

- ◆ The number and percentage of elderly citizens has grown rapidly over the last decade. People age 65 and older have more than twice as many pedestrian deaths per 100,000 people as younger age groups. Elderly pedestrians are especially prone to severe injury and deaths even in relatively low speed impacts with passenger vehicles. Source: IIHS.

- ◆ Front-end passenger vehicle aggressivity can be mitigated for pedestrian safety.

Recommendation: *Require NHTSA rulemaking for reduction in passenger vehicle front-end impact deaths and injuries of pedestrians by reducing front-end passenger vehicle aggressivity.*

6. TRUCK/BUS RETREADED/REGROOVED TIRES

- ◆ There is a current NHTSA standard for passenger vehicle tires less than 10,000 pounds gross vehicle weight rating (GVWR), but none for vehicles greater than 10,000 pounds GVWR.

- ◆ State of Pennsylvania has petitioned NHTSA to do rulemaking.

- ◆ There is widespread anecdotal information and consistent press reports of crashes caused by tire retread/recap failures on medium and heavy trucks.

Recommendation: *Require NHTSA rulemaking for medium/heavy vehicle retread/recap/regroove standard that will ensure tire integrity under real-world operating conditions.*

7. LARGE TRUCK/BUS FRONT-END AGGRESSIVITY REDUCTION

◆ Thousands of passenger vehicle deaths are due to the predictable effects of crashes involving the high, unmitigated mass differentials between passenger vehicles and medium/heavy commercial vehicles. A passenger vehicle impacting a commercial vehicle which is heavier than about 10,000 pounds produces a radically increased risk of severe injury or death to the passenger vehicle occupants.

◆ NHTSA proposed a strong effort to redesign/alter truck/bus front ends to reduce these deaths in 1987, but gave up under intense industry pressure.

◆ NHTSA has reopened research on this issue, but needs a regulatory deadline to convert ongoing research to regulatory action.

Recommendation: *Require NHTSA rulemaking for performance standard and/or equipment standard to improve commercial vehicle front-end crash energy management in a way that will substantially reduce passenger vehicle occupant deaths and injuries.*



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.

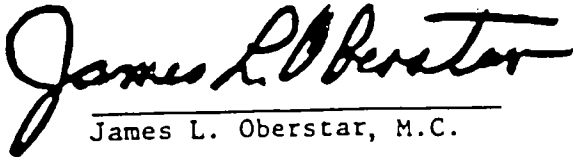
Nevertheless, in the current negotiations on the North American truck size and weight standards, both Canada and Mexico are advocating expanded use of larger and heavier trucks. Proposals have been promulgated to establish special "LCV Corridors" such as the proposed Canamex corridor on Interstate 15, 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.

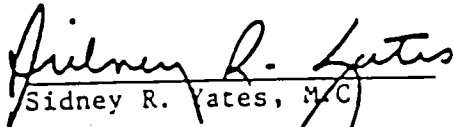
Longer and heavier trucks raise new questions about recent highway policy changes. Federal and state governments are already working hard to confront truck safety questions associated with more extensive operations of Mexican trucks in the U.S. The combination of higher state speed limits with longer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

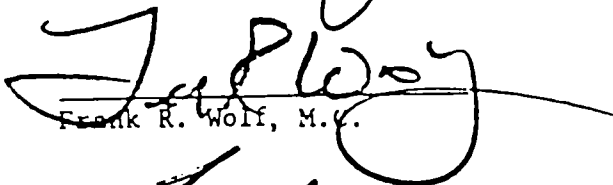
We are committed to the safety of our highways and preventing further deterioration of our infrastructure. Therefore, we oppose the expanded use of longer and heavier trucks.

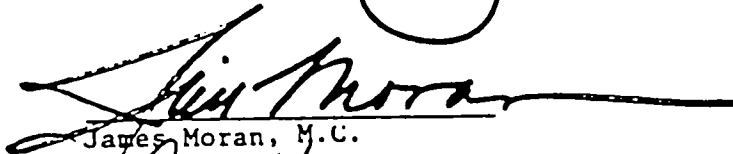
We urge you to reflect these concerns by ensuring that U.S. NAFTA negotiators do not compromise on U.S. truck size and weight standards and by ensuring that the FHWA study does not become an advocacy document for longer and heavier trucks.

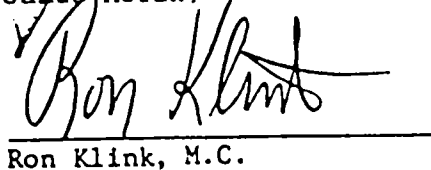
Sincerely,

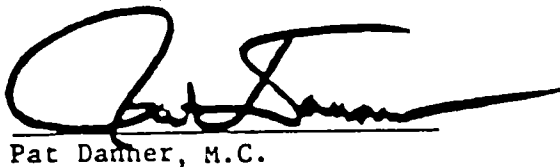

James L. Oberstar, M.C.

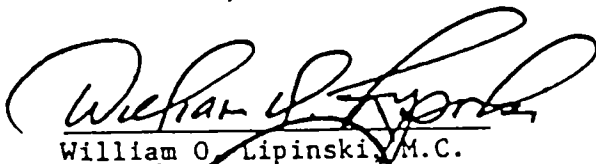

Sidney R. Yates, M.C.

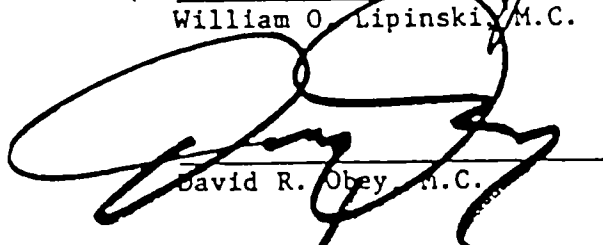

Frank R. Wolf, M.C.


James Moran, M.C.

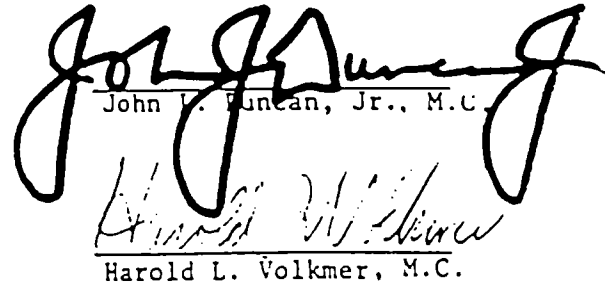

Ron Klink, M.C.

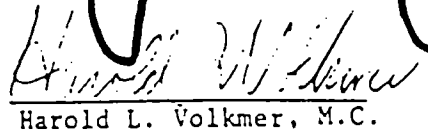

Pat Danner, M.C.

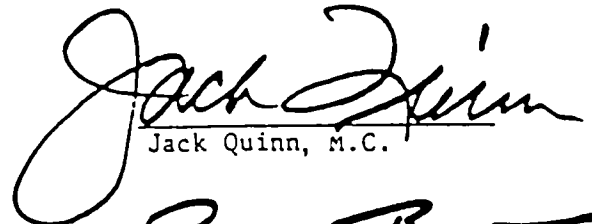

William O. Lipinski, M.C.


David R. Obey, M.C.

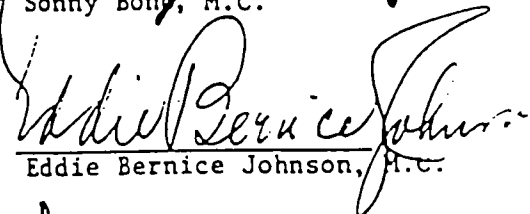

James A. Traficant, Jr., M.C.

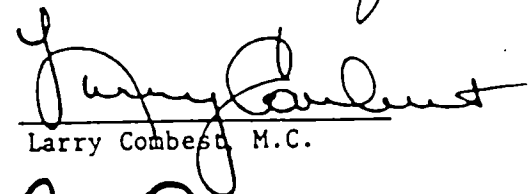

John V. Duncan, Jr., M.C.

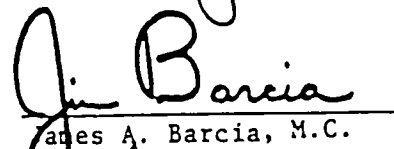

Harold L. Volkmer, M.C.

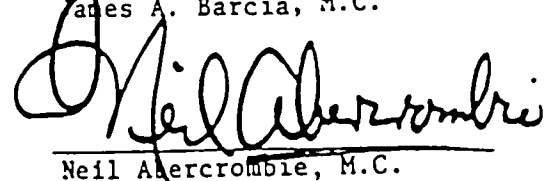

Jack Quinn, M.C.

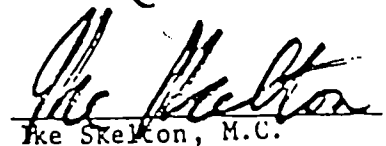

Sonny Bono, M.C.


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. Markey

Edward J. Markey, M.C.

Jerry F. Costello

Jerry F. Costello, M.C.

Ken Galvert

Ken Galvert, 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.

Henry B. Gonzalez

Henry B. Gonzalez, M.C.

Joe Kennedy

Joseph P. Kennedy II, M.C.

Mike Parker

Mike Parker, M.C.

Ronald V. Dellums

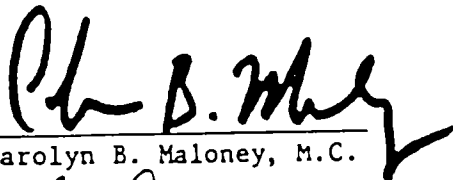
Ronald V. Dellums, M.C.

William B. Clay

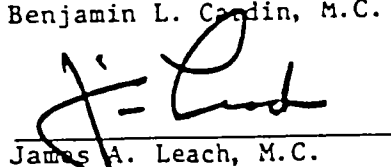
William B. Clay, M.C.

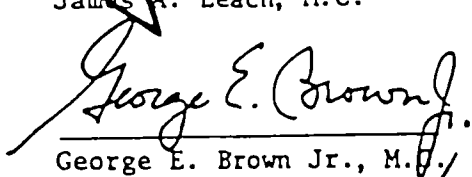
Pat Roberts

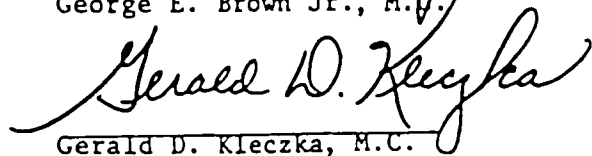
Pat Roberts, M.C.


Carolyn B. Maloney, M.C.

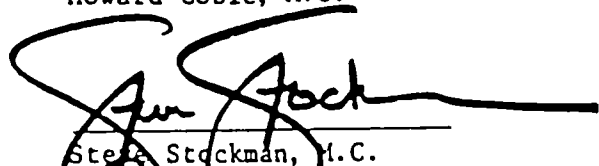

Benjamin L. Cardin, M.C.

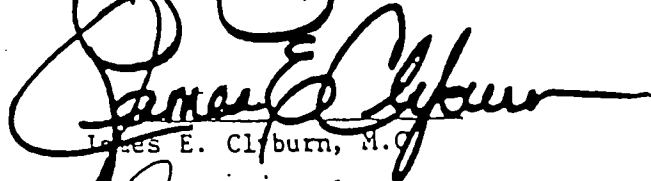

James A. Leach, M.C.

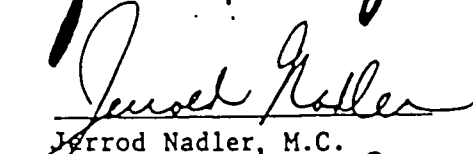

George E. Brown Jr., M.C.

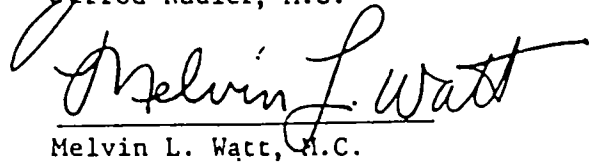

Gerald D. Kleczka, M.C.


Howard Coble, M.C.

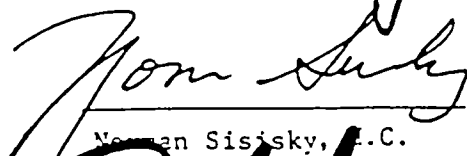

Steve Stockman, M.C.


James E. Clyburn, M.C.

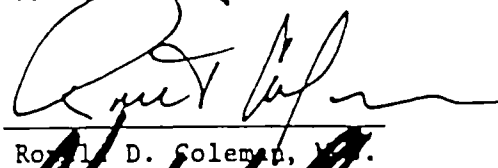

Jerrod Nadler, M.C.

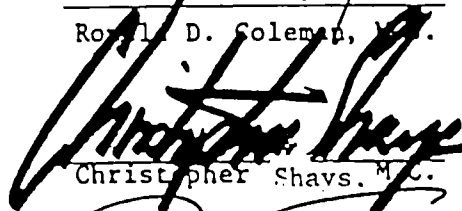

Melvin L. Watt, M.C.

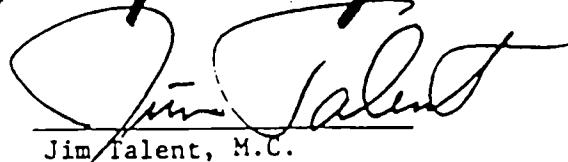

Frank Tejeda, M.C.


Norman Sisisky, M.C.


Pat Schroeder, M.C.

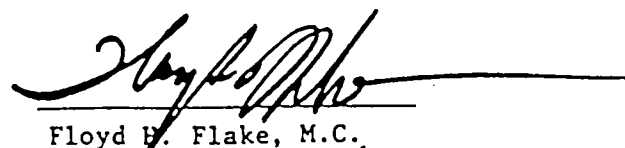

Ronald D. Coleman, M.C.

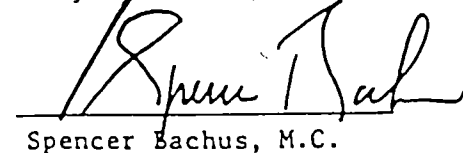

Christopher Shays, M.C.

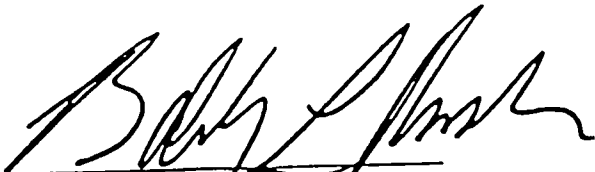

Jim Talent, M.C.

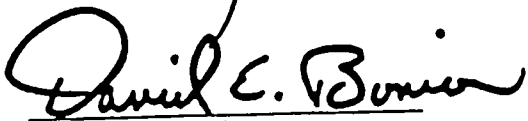

John Conyers, Jr., M.C.

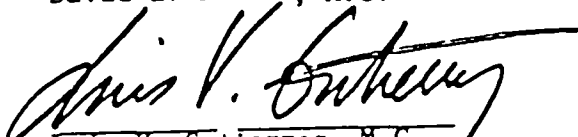

Bill Barrett, M.C.

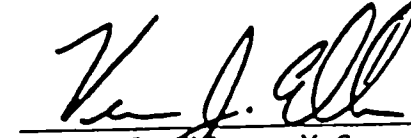

Floyd B. Flake, M.C.

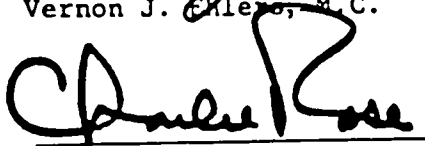

Spencer Bachus, M.C.

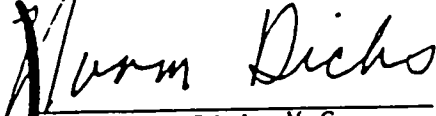

Bobby L. Rush, M.C.

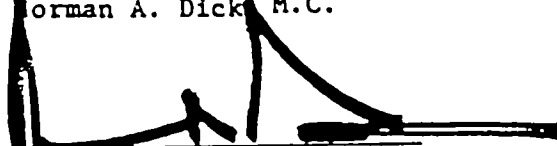

David E. Bonior, M.C.

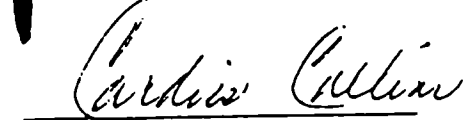

Luis V. Gutierrez, M.C.

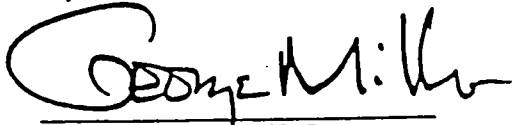

Vernon J. Ehlers, M.C.

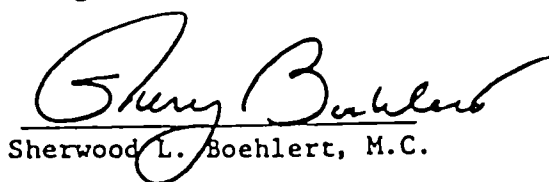

Charlie Rose, M.C.

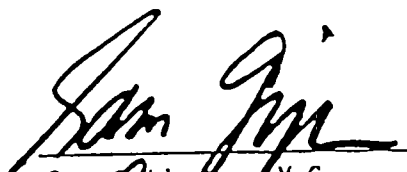

Norman A. Dick, M.C.

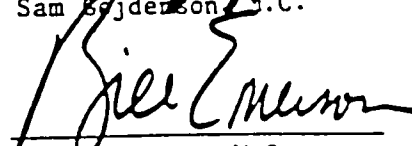

John Porter, M.C.

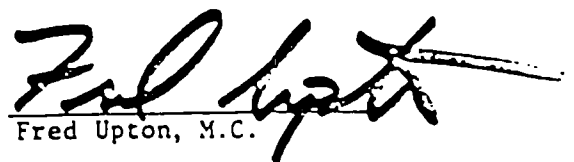

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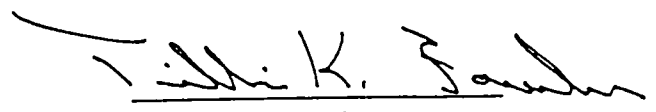

George Miller, M.C.

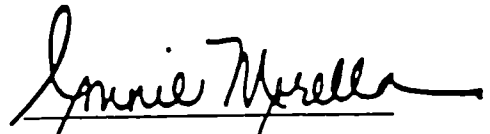

Sherwood L. Boehlert, M.C.

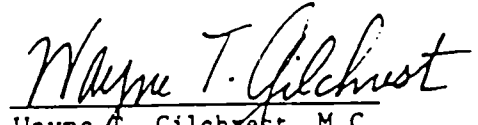

Sam Ejderzon, M.C.

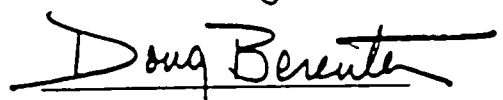

Bill Emerson, M.C.

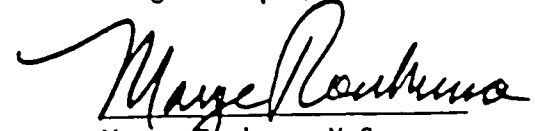

Fred Upton, M.C.

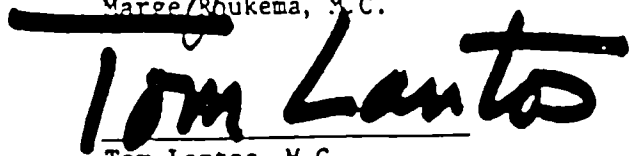

Tillie K. Fowler, M.C.

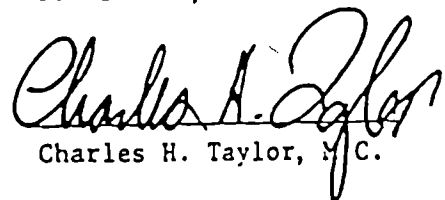

Constance A. Morella, M.C.


Wayne T. Gilchrest, M.C.


Doug Bereuter, M.C.

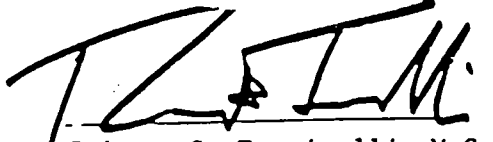

Marge Roukema, M.C.

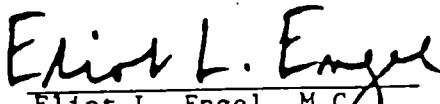

Tom Lantos, M.C.

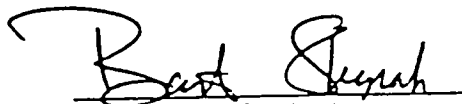

Charles H. Taylor, M.C.

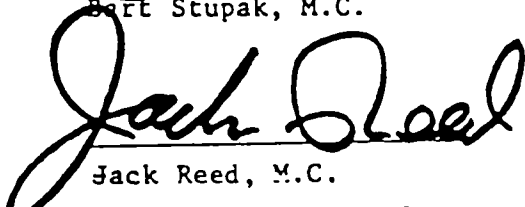

Elizabeth Furse, M.C.

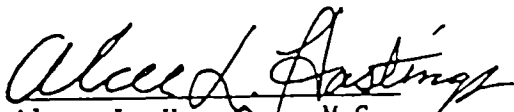

Peter Beutsch, M.C.


Robert G. Torricelli, M.C.

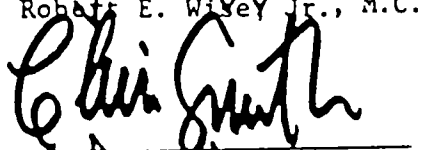

Elliot L. Engel, M.C.

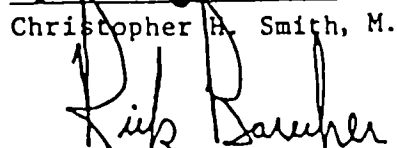

Bert Stupak, M.C.

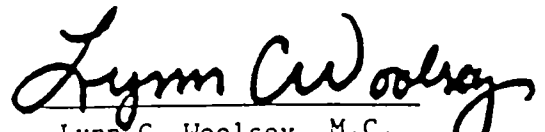

Jack Reed, M.C.

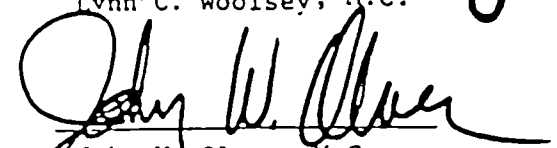

Alcee L. Hastings, M.C.

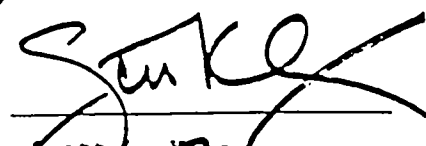

Robert E. Wise Jr., M.C.

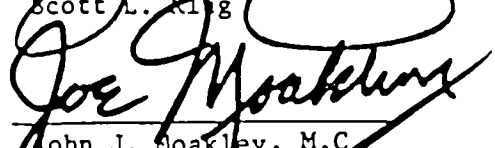

Christopher A. Smith, M.C.


Rick Boucher, M.C.

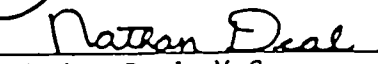

Lynn C. Woolsey, M.C.

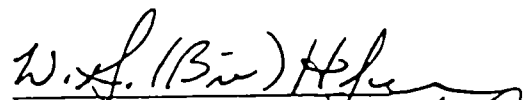

John W. Olver, M.C.

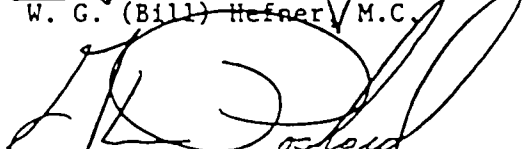

Scott L. King

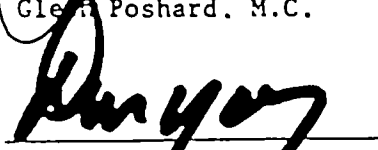

John J. Moakley, M.C.

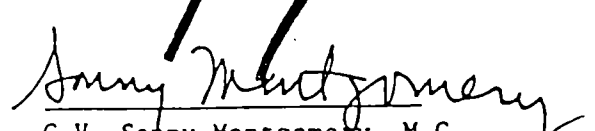

Maurice D. Hinchey, M.C.

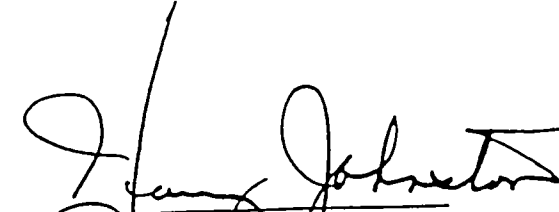

Nathan Deal, M.C.

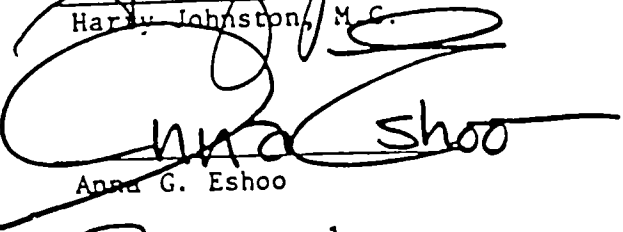

W. G. (Bill) Hefner, M.C.

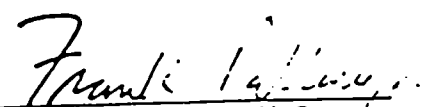

Glen Poshard, M.C.

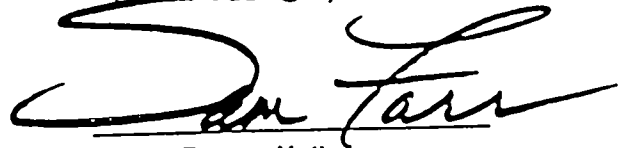

Don Young, M.C.

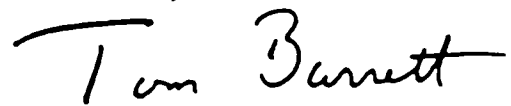

G.V. Sonny Montgomery, M.C.

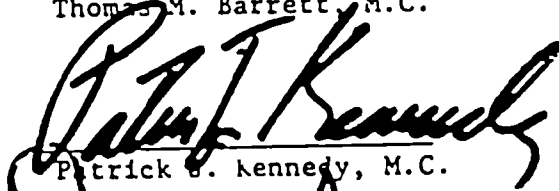

Harry Johnston, M.C.

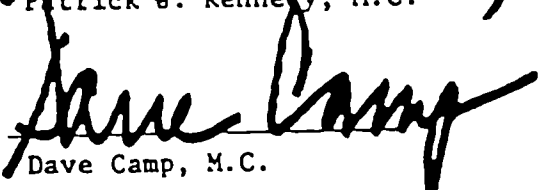

Anna G. Eshoo

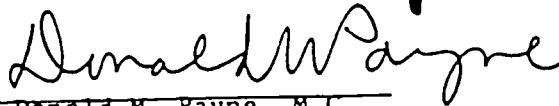

Frank Pallone, M.C.

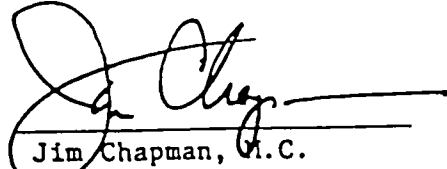

Sam Farr, M.C.

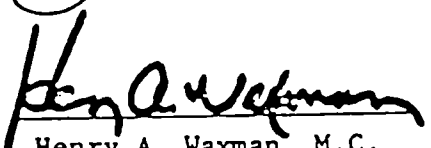

Thomas M. Barrett, M.C.


Patrick J. Kennedy, M.C.

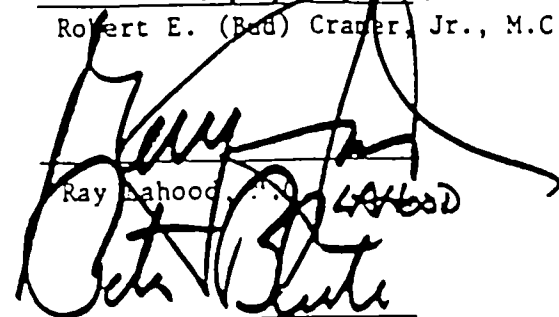

Dave Camp, M.C.

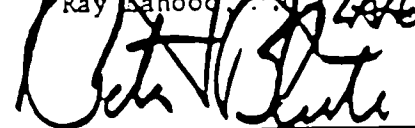

Donald M. Payne, M.C.

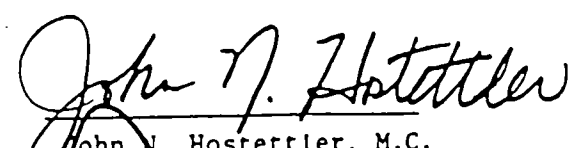

Jim Chapman, M.C.

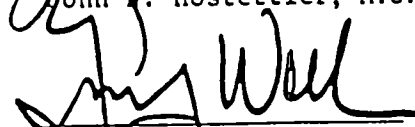

Henry A. Waxman, M.C.

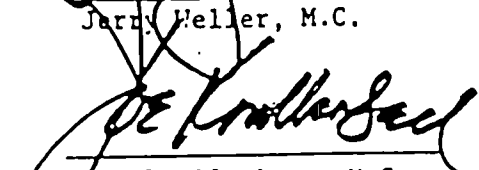

Robert E. (Bud) Craver, Jr., M.C.

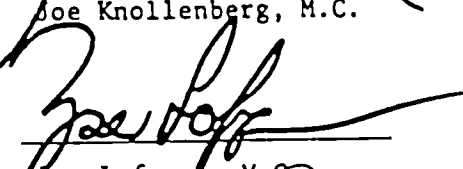

Ray LaHood, M.C.

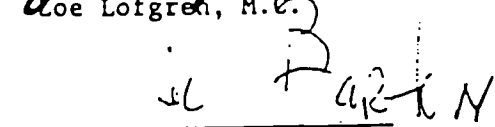

Peter Blute, M.C.

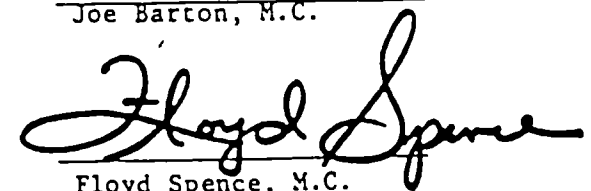

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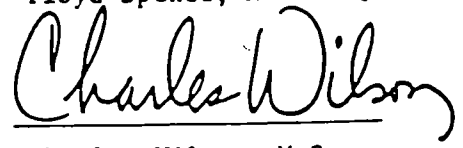

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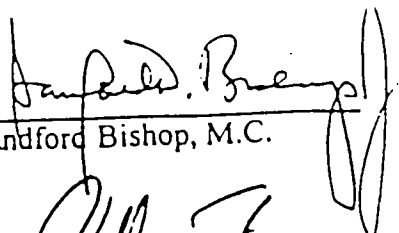

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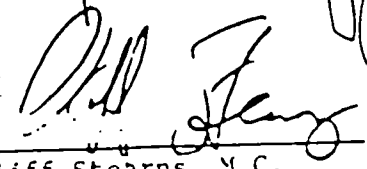

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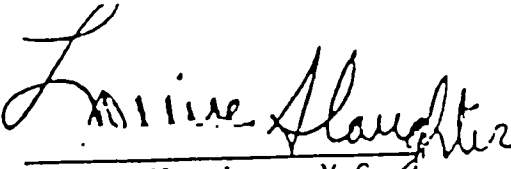

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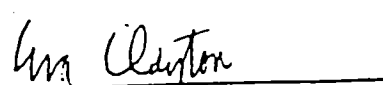

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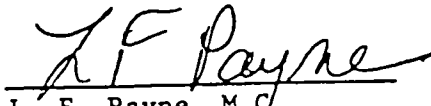

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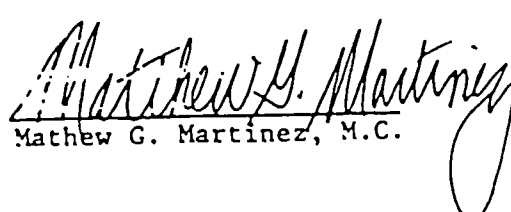

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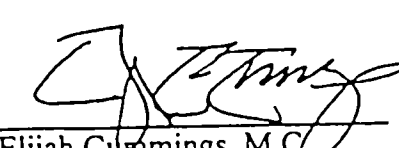

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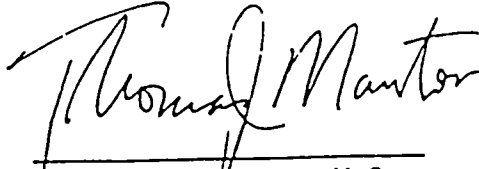

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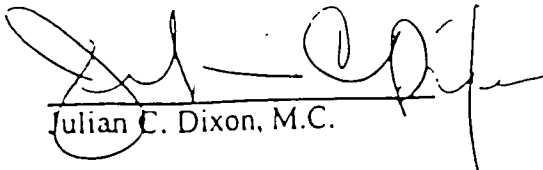

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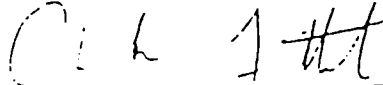

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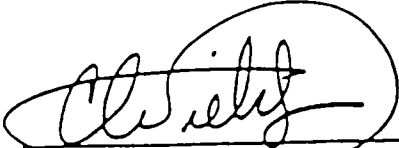

Mathew G. Martinez, M.C.

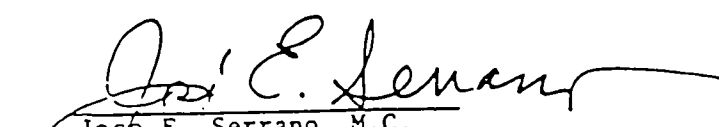

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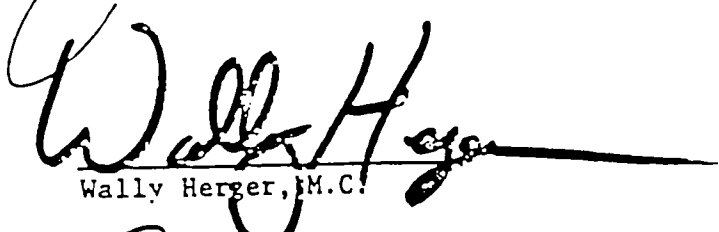

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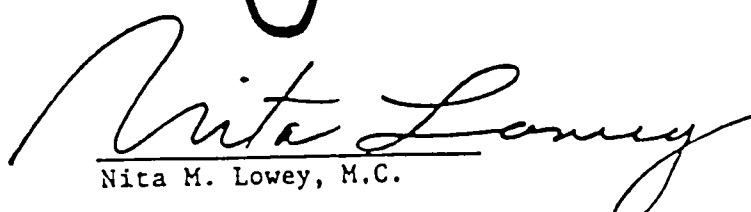

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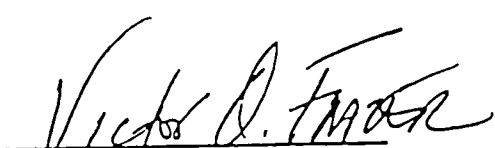

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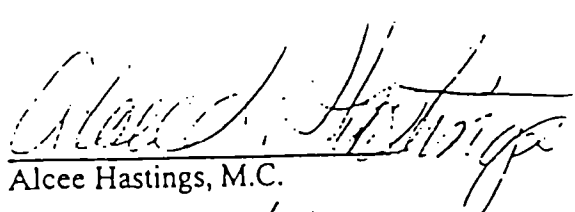

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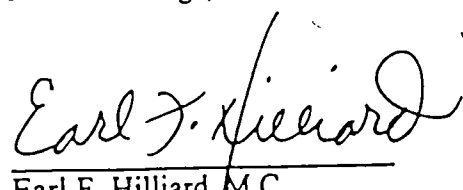

José E. Serrano, M.C.


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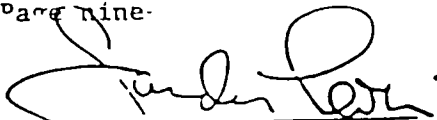

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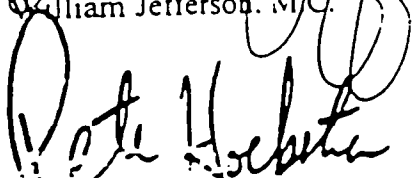

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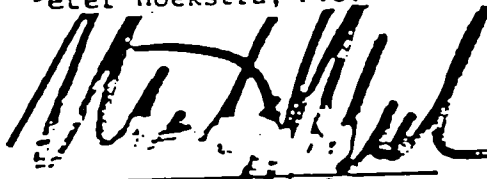

Earl F. Hilliard, M.C.

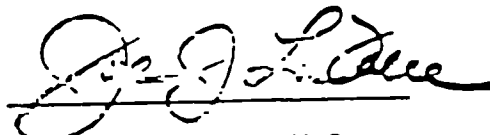
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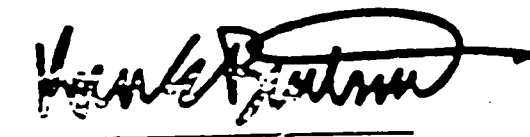

Sander M. Levin, M.C.


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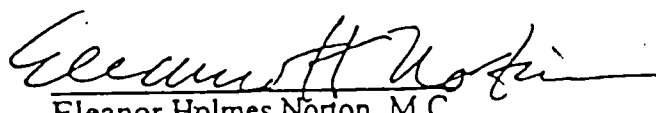

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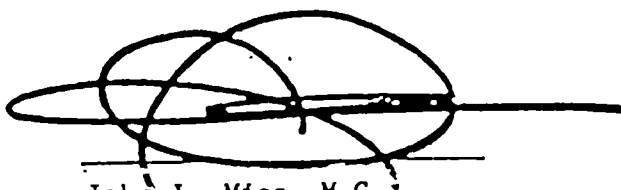

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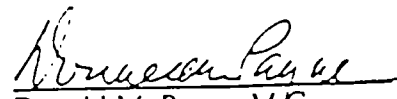

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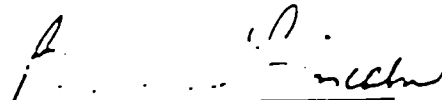

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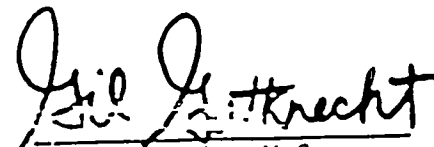

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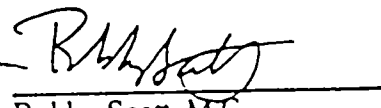

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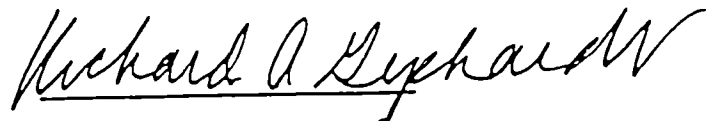

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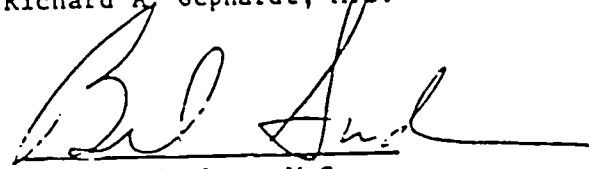

Donald M. Payne, M.C.


Blanche L. Lincoln, M.C.

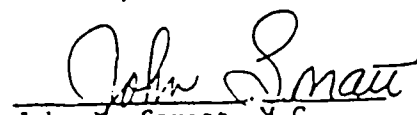

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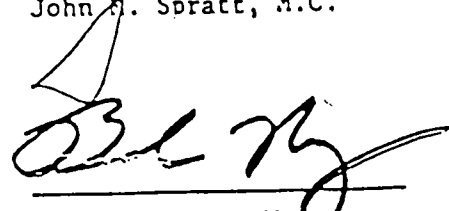

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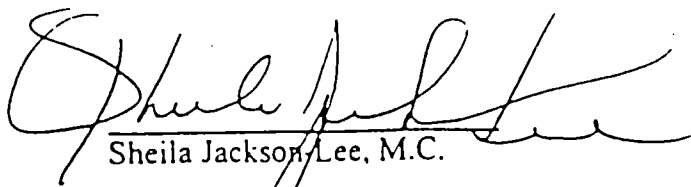

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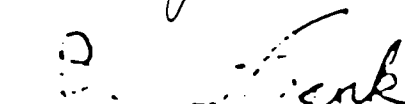

Bernard Sanders, M.C.


Gerry E. Studds, M.C.


John M. Spratt, M.C.

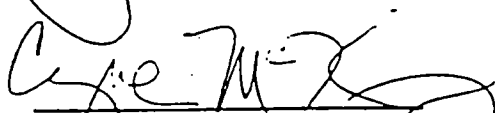

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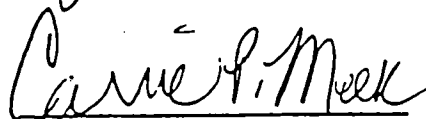

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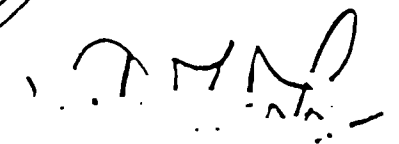

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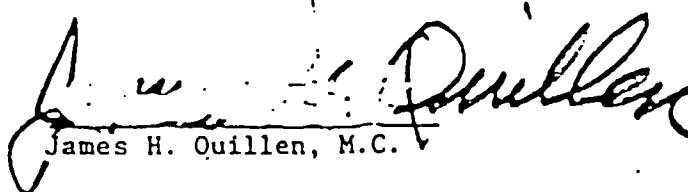

John Lewis, M.C.


Cynthia McKinney, M.C.


Carrie P. Meek, M.C.

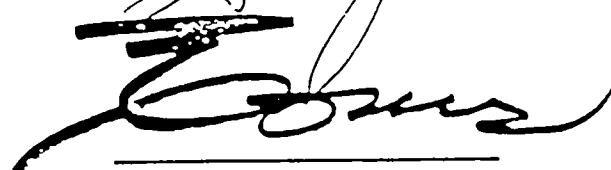

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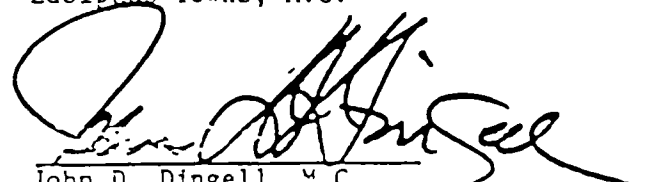

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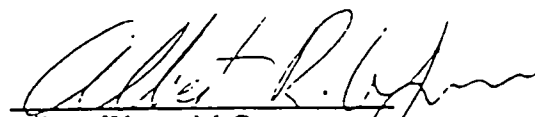

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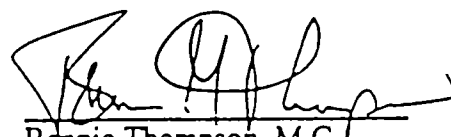

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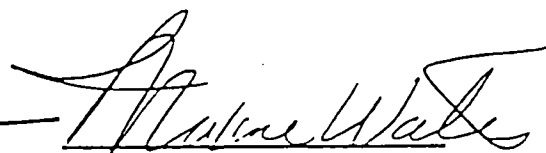

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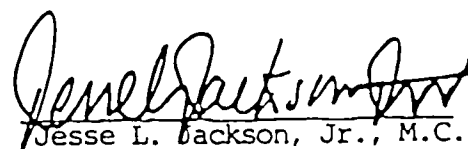

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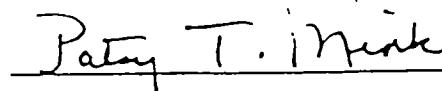

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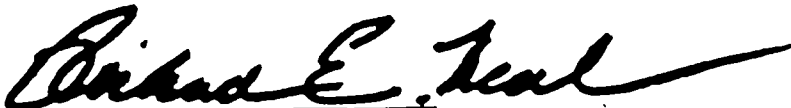

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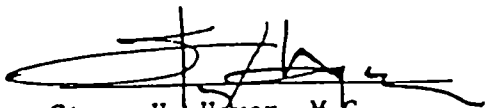

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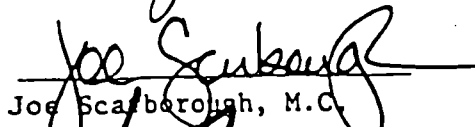

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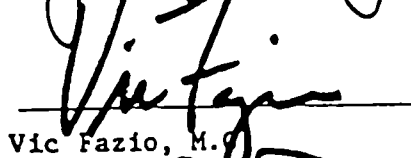

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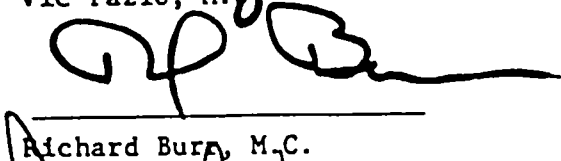

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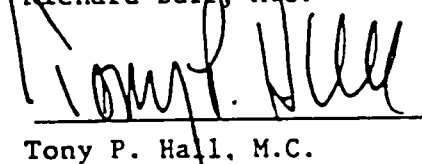

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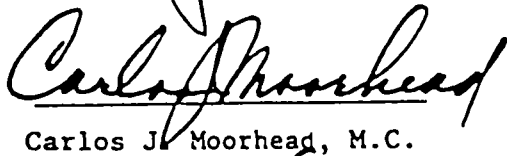

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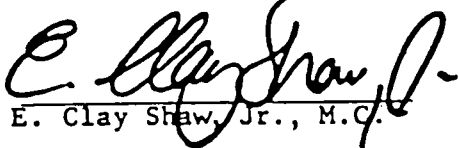

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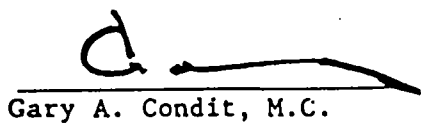

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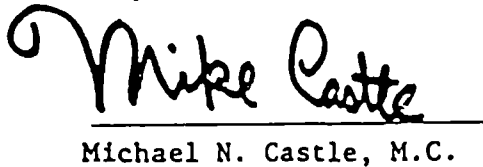

Richard Burr, M.C.


Tony P. Hall, M.C.

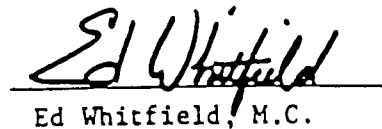

Carlos J. Moorhead, M.C.

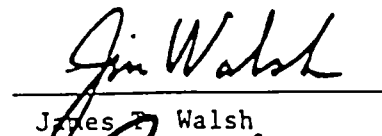

E. Clay Shaw, Jr., M.C.

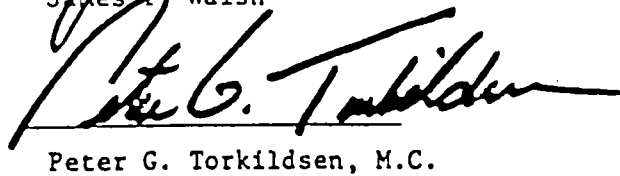

Gary A. Condit, M.C.

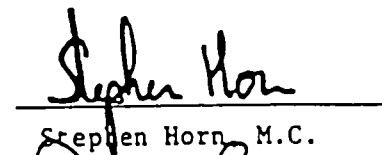

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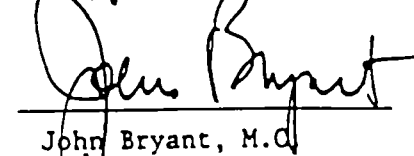

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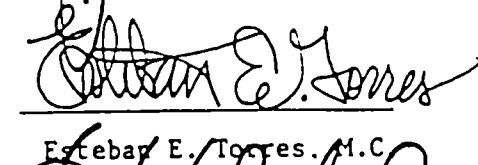

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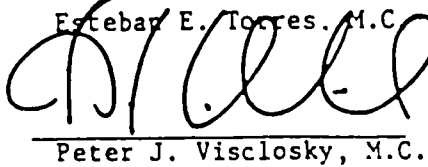

James J. Walsh


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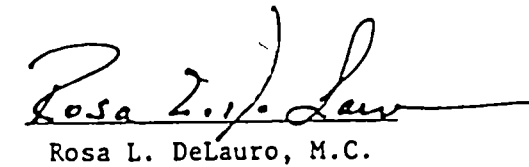

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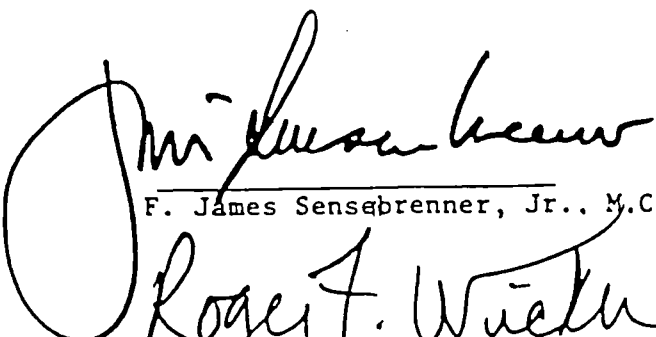

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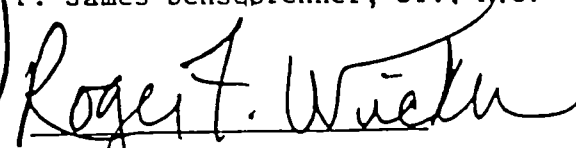

Esteban E. Torres, M.C.

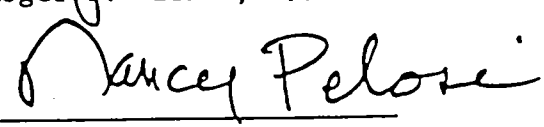

Peter J. Visclosky, M.C.

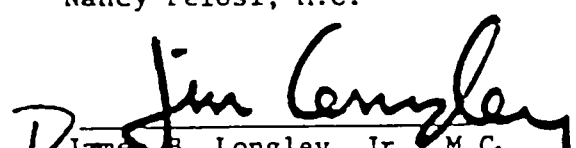

Bill Richardson, M.C.

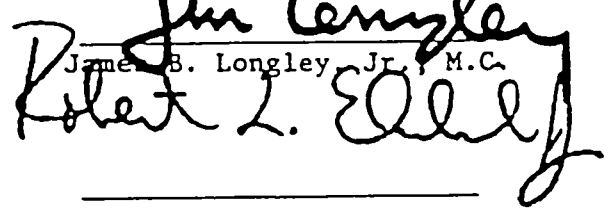

Rosa L. DeLauro, M.C.

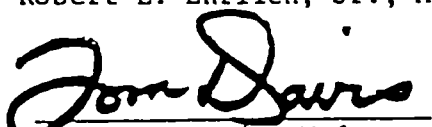

F. James Sensenbrenner, Jr., M.C.

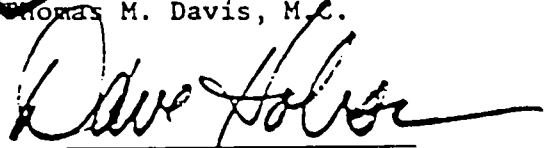

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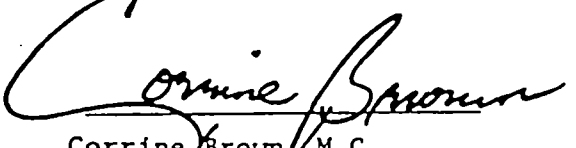

Nancy Pelosi, M.C.

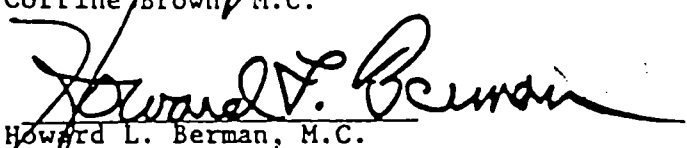

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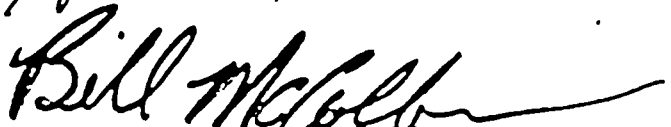

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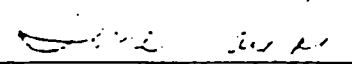

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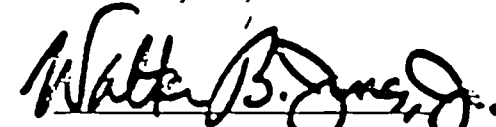

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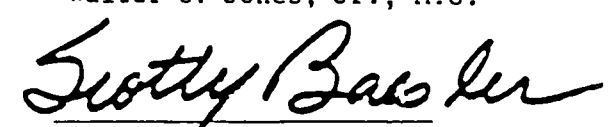

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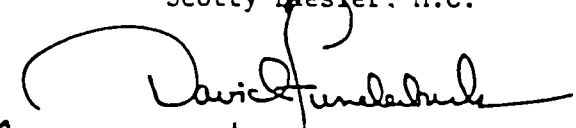

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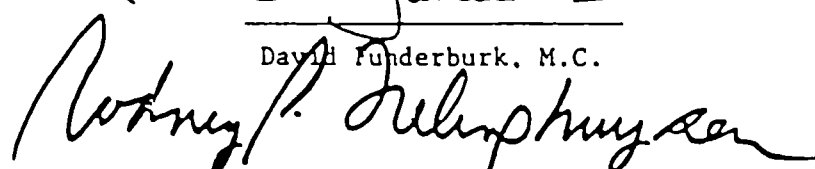

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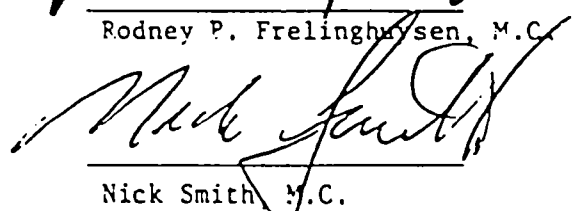

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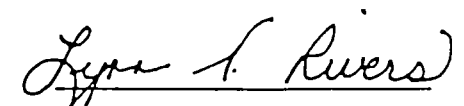

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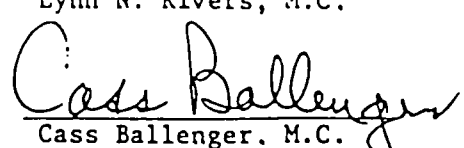

Scotty Baesler, M.C.


David Funderburk, M.C.

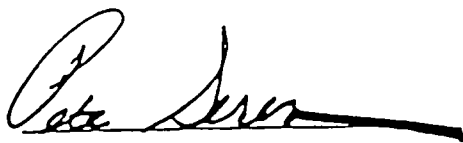

Rodney P. Frelinghuysen, M.C.


Nick Smith, M.C.

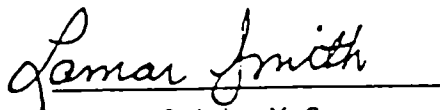

Lynn N. Rivers, M.C.


Cass Ballenger, M.C.

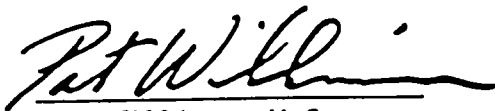

Tony Beilensen, M.C.



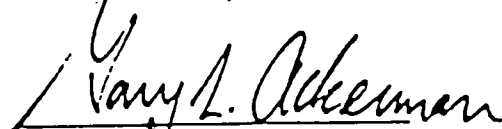
Pete Geren, M.C.



Lamar Smith, M.C.



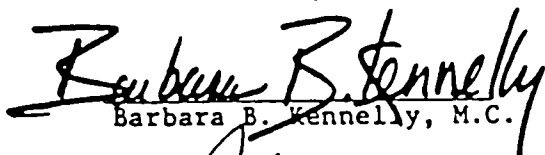
Pat Williams, M.C.



Gary L. Ackerman, M.C.



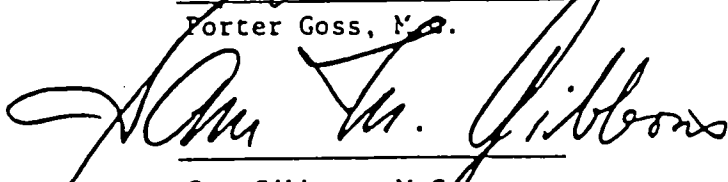
Nancy L. Johnson, M.C.



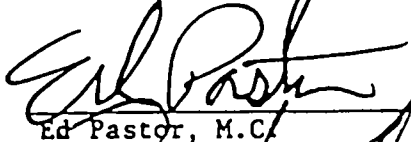
Barbara B. Kennelly, M.C.



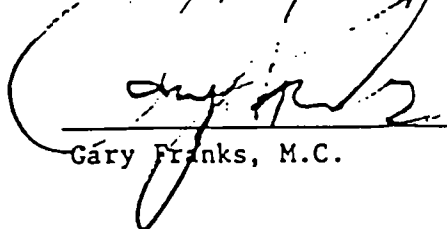
Porter Goss, M.C.



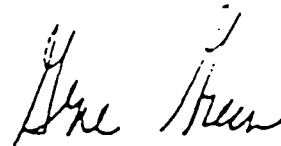
Sam Gibbons, M.C.



Ed Pastor, M.C.



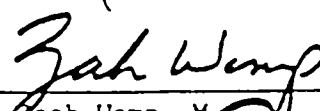
Gary Franks, M.C.



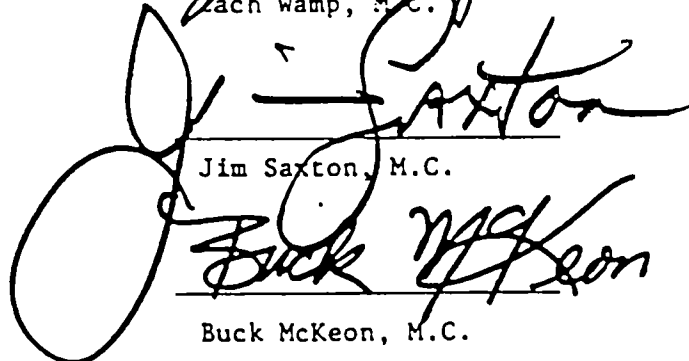
Gene Green, M.C.



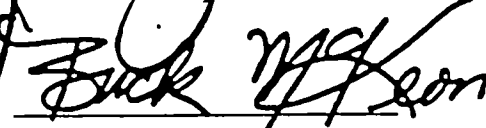
Robert Menendez, M.C.



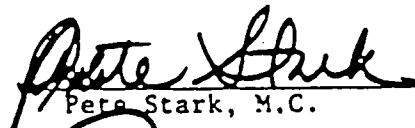
Zach Wamp, M.C.



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.

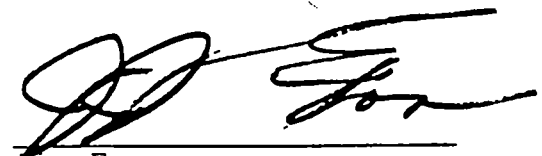
It has come to our attention that both Canada and Mexico are advocating expanded use of larger trucks in the harmonization talks. In particular, any proposals to use high priority corridors, which will carry the bulk of NAFTA trade truck traffic, as an opportunity for the expanded use of larger trucks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

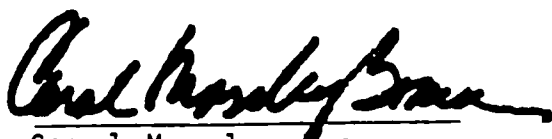
We understand that the basis of the U.S. negotiating position in these talks will be in large part determined by a truck size and weight study currently undertaken by the Federal Highway Administration. The FHWA study should not be used as a means to facilitate the expanded use of longer and heavier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

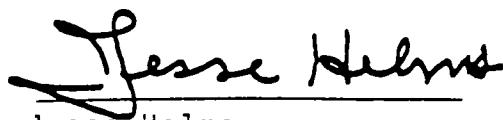
We are committed to the safety of our highways and preventing further deterioration of our infrastructure. Therefore, we urge you to ensure that U.S. NAFTA negotiators do not compromise on U.S. truck size and weight standards.

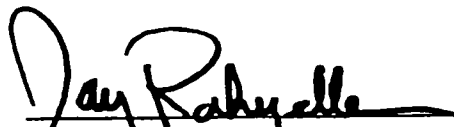
Sincerely,

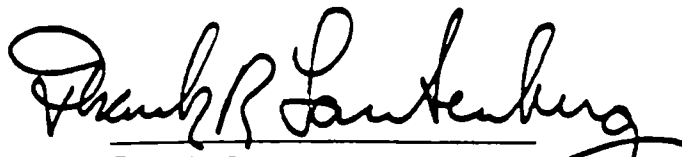

Kay Bailey Hutchison
U.S. Senator


Jim Exon
U.S. Senator


Carol Moseley-Braun
U.S. Senator

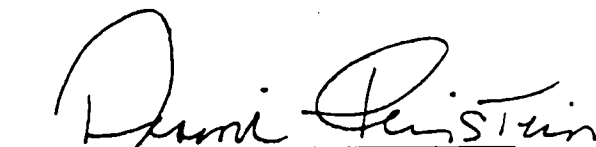

Jesse Helms
U.S. Senator

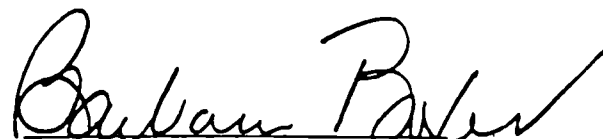

John D. Rockefeller
U.S. Senator

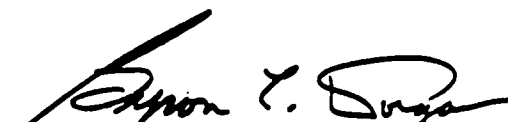

Frank R. Lautenberg
U.S. Senator


Carl Levin
U.S. Senator

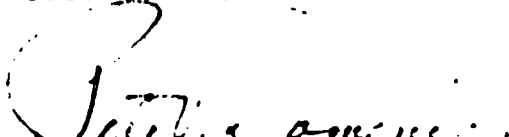

Nancy Landon Kassebaum
U.S. Senator


Dianne Feinstein
U.S. Senator


Barbara Boxer
U.S. Senator

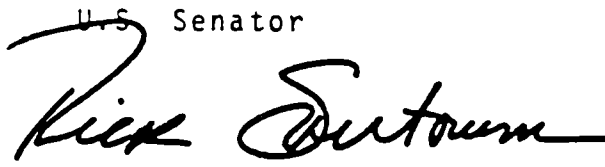

Byron Dorgan
U.S. Senator


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

United States Senate

WASHINGTON, DC 20510

June 7, 1996

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

Dear Secretary Peña:

We write to emphasize our strong support for current U.S. maximum truck size and weight limits, including the "freeze" on Longer Combination Vehicles (LCVs), and to express our concern with two matters that could impact upon the current limits.

Pursuant to Article 913 of the North American Free Trade Agreement (NAFTA), which established the Land Transportation Standards Subcommittee (LTSS), officials of the United States, Canada, and Mexico have been meeting to discuss harmonization of land transportation standards. We understand that in the current negotiations on North American truck size and weight standards, Canada and Mexico are advocating expanded use of longer or heavier trucks. In addition, we understand that the Comprehensive Truck Size and Weight (CTS&W) study now being completed by the Federal Highway Administration apparently concludes that the LCV freeze merits review -- an outcome that could lead to expanded use of longer and heavier trucks.

We believe that either proposal, particularly in light of the new higher state speed limits, would raise serious new safety questions that have not been considered carefully by either federal or state governments.

In previous correspondence, you assured us that "[t]he United States has made it clear from the beginning of the NAFTA negotiations that safety and environmental standards would be of the utmost importance in the harmonization process," and that "the LTSS process is not a 'backdoor' way to change U.S. requirements" regarding truck size and weight. Likewise, in a response to an earlier letter on the CTS&W study, you stated that you are "fully in accord with [our] concern for the importance of fully evaluating safety, infrastructure, and intermodal effects of any policy considerations."

The Honorable Federico Peña
June 7, 1996
Page Two

We appreciated these assurances, and continue to look to you for leadership in the area of highway safety, including the maintenance of current US truck size and weight standards.

Sincerely,

Frank R. Lautenberg

Caroline Bayer

Steve Dromenick

J. L. L. L.

Barbara A. Neuhoff

Paul V. Wallstone

John Brennan

Shirley Chace

Paul Gross

Jeff Bond

H. T. Kelly

V. V. V.

Lucy Hainlock

Jim Jeffords

Richard Shelby

Strom Thurmond

Frank Rosten

Clair P.

Agnes C. C. C.

W. H. H. H.

Stacy

Dani Feinstein

Tom Rosten

Robert C. Byrd

Al H. H.

Paul H. H.

Vale Bumpen

Jerry Reid

John Glenn

Jim Bradley

Al H. H.

W. H. H. H.

Chuck Robb

for Tider

Thurs Fitzgerald

Kent Lamm

Paul Leim

Paul Luebner

Brie Kil

Tom Huh

Mark Horton

Ron Wyden

Chris Damm

Samuel X. Leata

Chris Hatch

Patricia Leahy

Herb Kohl

Patty Murray

Mike DeWine

Byron L. Morgan

KEY PROVISIONS OF SAFETY BELT USE LAWS

April 1996

State	Effective Date	Enforcement	Fine	Seats	Vehicle and Coverage by Law	* Usage Rate
Alabama	July 18, 1992	Secondary	\$25	Front	Passenger car from model year 1965.	52
Alaska	September 12, 1990	Secondary	\$15	All	Motor vehicle. Over age 16.	69
American Samoa	January 1, 1989	Primary	\$25	All	Passenger car, truck, and van.	81
Arizona	January 1, 1991	Secondary	\$10	Front	Passenger car and van from model year 1972.	60
Arkansas	July 15, 1991	Secondary	\$30	Front	Passenger car, truck, and van.	51
California	January 1, 1986	Primary	\$20	All	Passenger car, van, and small truck.	85
Colorado	July 1, 1987	Secondary	\$15	Front	Passenger car, van, taxi, ambulance, RV, and small truck.	56
Connecticut	January 1, 1986	Primary	\$37	Front	Passenger car, van, and truck.	72
Delaware	January 1, 1992	Secondary	\$20	Front	Passenger car.	60
Dist. of Columbia	December 12, 1985	Secondary	\$15	Front	Vehicle seating 8 or less people.	63
Florida	July 1, 1986	Secondary	\$20	Front	Motor vehicle and pickup truck.	59
Georgia	September 1, 1988	Primary**	\$15	Front	Passenger car to carry under 10 people.	53
Guam	November 20, 1986	Primary	\$70	Front	Passenger car, truck, and van.	94
Hawaii	December 16, 1985	Primary	\$20	Front	Vehicle registered in state.	80
Idaho	July 1, 1986	Secondary	\$5	Front	Motor vehicle under 8 thousand pounds.	59
Illinois	July 1, 1985	Secondary	\$25	Front	Motor vehicle to carry under 10 people and RV.	69
Indiana	July 1, 1987	Secondary	\$25	Front	Passenger car, bus, and school bus.	64
Iowa	July 1, 1986	Primary	\$10	Front	Passenger car, van, and truck 10 thousand pounds or less.	76
Kansas	July 1, 1986	Secondary	\$10	Front	Passenger car and van.	54
Kentucky	July 13, 1994	Secondary	\$25	All	Motor vehicles from model year 1965.	52
Louisiana	July 1, 1986	Primary	\$25	Front	Passenger car, van, and truck under 6 thousand pounds.	59
Maine	December 27, 1995	Secondary	\$25	All	Passenger vehicles.	50
Mariana Islands	April 20, 1990	Primary	\$25	All	Passenger car and truck.	80
Maryland	July 1, 1986	Secondary	\$25	Front	Passenger/multi-purpose vehicle, truck, tractor, and bus.	70
Massachusetts	February 1, 1994	Secondary	\$25	All	Passenger car, van, and truck.	53
Michigan	July 1, 1985	Secondary	\$25	Front	Motor vehicle.	67
Minnesota	August 1, 1986	Secondary	\$25	Front	Passenger car, pickup truck, van, and RV.	65
Mississippi	March 20, 1990	Secondary	\$25	Front	Passenger car and van.	46
Missouri	September 28, 1985	Secondary	\$10	Front	Passenger car to carry under 10 people.	71
Montana	October 1, 1987	Secondary	\$20	All	Motor vehicle.	70
Nebraska	January 1, 1993	Secondary	\$25	Front	Motor vehicle.	64
Nevada	July 1, 1987	Secondary	\$25	All	Passenger car under 6 thousand pounds.	71
New Jersey	March 1, 1985	Secondary	\$20	Front	Passenger car.	61
New Mexico	January 1, 1986	Primary	\$25	Front	Motor vehicle under 10 thousand pounds.	86
New York	December 1, 1984	Primary	\$50	Front	Passenger car.	72
North Carolina	October 1, 1985	Primary	\$25	Front	Passenger motor vehicle to carry under 10 people.	81
North Dakota	July 14, 1994	Secondary	\$20	Front	Motor vehicle.	42
Ohio	May 6, 1986	Secondary	\$25	Front	Passenger/commercial car, van, tractor, and truck.	63
Oklahoma	February 1, 1987	Secondary	\$10	Front	Passenger car, van, and pickup truck.	46
Oregon	December 7, 1990	Primary	\$95	All	Motor vehicle.	80
Pennsylvania	November 23, 1987	Secondary	\$10	Front	Passenger car, truck, and motor home.	71
Puerto Rico	January 19, 1975	Primary	\$10	Front	Passenger car. Over age 4.	62
Rhode Island	June 18, 1991	Secondary	No	All	Passenger car. Over age 12.	58
South Carolina	July 1, 1989	Secondary	\$10	Front	Passenger car, truck, van, RV, and taxi.	64
South Dakota	January 1, 1995	Secondary	\$20	Front	Passenger car, truck, van, RV, and taxi.	40
Tennessee	April 21, 1986	Secondary	\$25	Front	Vehicle under 8.5 thousand pounds.	64
Texas	September 1, 1985	Primary	\$25	Front	Passenger car, van, and certain trucks.	72
Utah	April 28, 1986	Secondary	\$10	Front	Motor vehicle.	56
Vermont	January 1, 1994	Secondary	\$10	All	Passenger car.	67
Virgin Islands	October 1, 1991	Primary	\$50	Front	Passenger car.	92
Virginia	January 1, 1988	Secondary	\$25	Front	Motor vehicle.	70
Washington	June 11, 1986	Secondary	\$25	All	Passenger/multi-purpose vehicle, bus, and truck.	83
West Virginia	September 1, 1993	Secondary	\$25	Front	Passenger car. Age 18 and under in rear seat.	58
Wisconsin	December 1, 1987	Secondary	\$10	All	Motor vehicle.	64
Wyoming	June 8, 1989	Secondary	No	Front	Passenger car, van, and pickup truck.	NA

Total Use Laws: 49 States + D.C. Puerto Rico, and the Territories

**Eff. 7/1/96

*Reported December 1995

Estimated Savings for States Without Standard Enforcement if Safety Belt Use Rates Increased 15 Points

State	Fatalities Prevented	Economic Savings	Moderate to Critical Injuries Prevented	Economic Savings	Minor Injuries Prevented	Economic Savings
Alabama	96	62,595,552	829	38,520,314	670	1,995,930
Alaska	9	8,263,125	100	6,558,900	68	285,260
Arizona	78	53,538,966	1063	52,071,055	774	2,427,264
Arkansas	52	32,119,204	375	16,540,125	297	838,134
Colorado	55	44,783,585	822	47,703,948	625	2,325,625
Delaware	9	7,666,227	110	6,672,600	88	342,496
DC	4	4,094,408	175	12,820,150	142	664,134
Florida	196	154,893,900	2945	165,989,035	2315	8,359,465
Idaho	24	15,476,280	214	9,847,852	161	474,306
Illinois	145	126,408,100	2680	166,604,880	1994	7,942,102
Indiana	88	63,426,528	1231	63,284,479	927	3,052,611
Kansas	37	28,678,441	543	30,042,018	434	1,537,228
Kentucky	72	46,831,608	1001	46,414,368	810	2,407,320
Maine	14	10,146,528	236	12,208,516	195	645,840
Maryland	62	57,320,116	1297	85,467,112	969	4,093,056
Massachusetts	31	29,725,218	850	58,162,100	723	3,167,463
Michigan	142	111,084,328	2550	142,223,700	1889	6,751,286
Minnesota	57	45,592,248	827	47,162,983	613	2,240,515
Mississippi	68	37,981,128	513	20,452,797	422	1,076,944
Missouri	106	79,195,250	1179	62,811,225	873	2,980,422
Montana	23	15,456,299	184	8,828,688	123	377,733
Nebraska	26	19,446,050	415	22,174,695	303	1,035,351
Nevada	30	24,091,800	325	18,560,750	215	788,835
New Hampshire	9	7,896,357	98	6,176,548	79	316,711
New Jersey	47	49,949,532	1554	117,780,768	1246	6,050,576
North Dakota	6	4,041,672	66	3,177,900	54	166,212
Ohio	116	87,037,352	2725	145,817,475	2101	7,202,228
Oklahoma	51	33,783,675	648	30,582,360	520	1,574,040
Pennsylvania	143	114,494,809	2150	122,784,350	1589	5,812,562
Rhode Island	4	3,154,708	108	6,059,448	87	313,548
South Carolina	79	51,005,876	754	34,699,834	569	1,678,550
South Dakota	10	6,863,970	106	5,209,370	90	282,240
Tennessee	124	84,716,800	1446	70,425,984	1095	3,418,590
Utah	26	15,810,288	413	17,933,699	307	853,153
Vermont	11	8,174,430	127	6,694,297	92	312,432
Virginia	96	80,315,616	1304	77,803,160	927	3,543,921
Washington*	11	8,956,717	174	10,104,006	109	405,589
West Virginia	32	18,998,560	389	16,475,706	304	824,752
Wisconsin	68	51,402,220	1002	54,006,798	765	2,642,310
Wyoming	15	10,751,415	125	6,368,000	94	307,850
Total	2272	1,716,168,886	33,653	1,873,221,993	25,658	91,514,584

This chart assumes an increase of safety belt use by 15 percentage points except for the state of Washington. Washington's estimates are based upon a use rate of 85 percent.

STATES WITH PRIMARY, OR STANDARD, SAFETY BELT LAWS (12)*

California	Louisiana
Connecticut	New Mexico
D.C.	New York
Georgia	North Carolina
Hawaii	Oregon
Iowa	Texas

STATES WITH .08 BAC LAWS (13)

Alabama	New Hampshire
California	New Mexico
Florida	North Carolina
Hawaii	Oregon
Kansas	Utah
Maine	Vermont
	Virginia

STATES WITH BOTH PRIMARY ENFORCEMENT & .08 BAC (5)

California	North Carolina
Hawaii	Oregon
New Mexico	

STATES WITH NEITHER PRIMARY ENFORCEMENT OR .08 BAC (32)

Alaska	Montana
Arizona	Nebraska
Arkansas	Nevada
Colorado	North Dakota
Delaware	Ohio
Idaho	Oklahoma
Illinois	Pennsylvania
Indiana	Rhode Island
Kentucky	South Carolina
Maryland	South Dakota
Massachusetts	Tennessee
Michigan	Washington
Minnesota	West Virginia
Mississippi	Wisconsin
Missouri	Wyoming

* The D.C. law has been passed by the D.C. Council and is pending before the U.S. Congress.

States Raising Their Speed Limits Since Repeal of the National Speed Limit (Current as of 10/10/96)

	<u>Rural Interstates</u>	<u>Urban Interstates</u>	<u>Effective Date (Rural)</u>
Alabama	70 mph	70 mph	5/9/96
Arizona	75 mph	55 mph	12/8/95
Arkansas	70 mph (trucks 65)	55 mph	8/19/96
California	70 mph (trucks 55)	65 mph	1/7/96
Colorado	75 mph	65 mph	6/24/96
Delaware	65 mph	55 mph	1/17/96
Florida	70 mph	65 mph	4/8/96
Georgia	70 mph	65 mph	7/1/96
Idaho	75 mph	65 mph	5/1/96
Kansas	70 mph	70 mph	3/7/96
Maryland	65 mph	60 mph	7/1/96
Michigan	70 mph (trucks 55)	65 mph	8/1/96
Mississippi	70 mph	70 mph	2/29/96
Missouri	70 mph	60 mph	3/13/96
Montana	unlimited (trucks 65)	unlimited	12/8/95
Nebraska	75 mph	65 mph	6/1/96
Nevada	75 mph	65 mph	12/8/95
New Mexico	75 mph	55 mph	5/15/96
New York	65 mph	65 mph	8/1/96
North Carolina	70 mph	65 mph	8/5/96
North Dakota	70 mph	55 mph	6/10/96
Oklahoma	75 mph	70 mph	8/29/96
Rhode Island	65 mph	55 mph	5/12/96
South Dakota	75 mph	65 mph	4/1/96
Texas	70 mph (trucks 60)	70 mph	12/8/95
Utah	75 mph	65 mph	5/1/96
Washington	70 mph (trucks 60)	60 mph	3/15/96
Wisconsin	65 mph	65 mph	6/17/87
Wyoming	75 mph	60 mph	12/8/95

States that have considered legislation raising speed limits but did not or have not yet raised limits: Connecticut (did not pass), Illinois (passed legislation maintaining current limits), Indiana (did not pass), Iowa (passed legislation maintaining maximum speed limit of 65 mph. 90 more miles of rural interstate will be 65 mph), Kentucky (did not pass), Louisiana (House passed resolution authorizing Secretary of DOT to increase the speed limit to 65 mph and Senate passed resolution requesting that DOT determine appropriate speed limits and to report recommendations to legislature), Maine (did not pass), Maryland (the 65 mph limit was raised on a larger number of interstate miles than before), Massachusetts (the 65 mph limit was raised on a larger number of rural interstate miles than before), Minnesota (passed legislation that allows the state DOT to determine the speed limits up to 65 on all roads. DOT has not yet raised any speed limits), New Jersey (pending), Ohio (passed legislation which maintains speed limits of 55 mph and 65 mph on interstate highways), South Carolina (did not pass) Virginia (raised speed limit to 65 mph on a small stretch of roadway), West Virginia (did not pass)

States that have not considered raising speed limit: Alaska, Hawaii, New Hampshire, Oregon, Pennsylvania, Tennessee, Vermont

Summary: Montana no longer has a daytime speed limit. Ten states have raised their speed limit to 75 mph and thirteen states have raised their speed limit to 70 mph. Nine additional states have acted to raise their maximum speed limit to 65 mph or to increase the number of roads with speed limits of 65 mph.

(Sources: Advocates for Highway and Auto Safety, Insurance Institute for Highway Safety and Association of International Automobile Manufacturers.)