

U.S. May Cut Road Aid Over DWI Laws

By ALAN SIPPES
Washington Post Staff Writer

Two years after Congress told states to restrict open alcohol containers in cars and crack down on repeat drunk drivers, only nine have fully complied, raising the prospect that most, including Maryland and Virginia, as well as the District, will be penalized millions of dollars in highway construction money.

Members of Congress from both major parties, who included the measures in a landmark 1998 highway and transit bill, trumpeted them as crucial initiatives targeting intoxicated motorists. But state legislators have balked at what they call federal meddling and instead see themselves as the victims.

Now, with an Oct. 1 deadline approaching and many legislatures recessed for the year, nearly \$370 million in federal funds could be shifted out of construction accounts and into safety programs. The penalties would be repeated next year if the states refuse to budge, and they would be doubled in 2002 should the standoffs continue.

So far, 20 states have adopted Congress's version of the law banning an open alcohol container anywhere in a car except the trunk while on a public road. The law to punish repeat offenders, which calls in part for a mandatory one-year suspension of their driver's licenses and impoundment or disabling of their vehicles, has been enacted by 13 states.

Maryland's legislature went home this spring without adopting either measure, leaving the state open to a penalty of \$7.9 million. The Virginia General Assembly passed the repeat offender law before recessing this winter, but not the open container law, and it now faces a \$6.8 million penalty. The District has adopted neither and could lose \$2 million. The sanctions come at a time when the states are under intense pressure to scrounge every cent they can for transportation spending.

"Regrettably, across America, various lobbies supporting drinking and alcoholic beverages have been very effective," said Sen. John W. Warner (R-Va.), who sponsored the repeat offender measure and backed the open container law.

But in state capitals, Republicans and Democrats alike have said they will not be strong-armed into allowing Washington to dictate their local road programs.

"We're doing a very good job, thank you, of addressing the problem of drunk driving," said Virginia Del. William J. Howell (R-Stafford), who chairs the House Courts of Justice Committee. "If ever there's an unwarranted intrusion of the federal government onto the states, this is it."

Maryland Del. Joseph F. Vallario Jr. (D-Prince George's), who chairs his chamber's Judiciary Committee, said his colleagues remain unconvinced that tighter laws against drunken driving are needed. "If it's a good idea, we'll do it. But we won't be pushed into it."

Barbara Harsha, executive director of the National Association of Governors' Highway Safety Representatives, said she had always expected the congressional imperatives to run into roadblocks and in fact is surprised that so many states have complied.

The open container law mandated by Congress has sparked several complaints beyond that of federal interference. In Annapolis, where the measure died in Vallario's committee, legislators said they were comfortable only with the current ban on drivers having open drinks.

In Richmond, where the proposal also failed to get out of committee, legislators said the prohibition would be an unfair burden on passengers, such as those who like to drink before University of Virginia football games or on their way home after an arduous day chopping wood in the southwestern part of the state. Howell said the measure would make criminals of otherwise law-abiding

people who take home a half-drunk bottle of wine. "Arresting some couple coming back from a block party is not going to do anything about drunk driving," Howell said.

But advocates of the law respond: Put the bottle in the trunk. They say that allowing passengers to have an open container makes it too easy for a driver to hand off a drink if stopped by police.

"There is no reason at all that anyone in a car should have an open container of alcohol when the car is moving," said David Kelly, president of the Northern Virginia chapter of Mothers Against Drunk Driving.

The repeat offender measure has also run into objections across the country from legislators who believe the punishment is too draconian. Critics argue, for instance, that suspending licenses and impounding cars can create an unfair burden on rural workers who cannot take transit to their jobs.

Although Virginia adopted this law, the proposal was never even introduced in the Maryland legislature. Del. William A. Bronrott (D-Montgomery), who has pressed for lighter drunken driving laws, said supporters of the repeat offender bill did not raise it because they feared it did not have a chance.

"One of the toughest bills to get enacted in the Maryland General Assembly is a drunk driving bill," Bronrott said. Some political observers say the power of the alcohol and restaurant industry, coupled with the prevalence of defense lawyers in the legislative ranks, dooms most efforts to strengthen laws against drunken driving.

Nor has the threat of losing federal highway construction money swayed many votes so far in state capitals. To win congressional passage two years ago, Warner and other advocates agreed that deficit states could move their highway money into accounts that not only fund anti-drunken-driving programs but also include spending to redesign dangerous intersections and rebuild hazardous roads. That compromise weakened the incentive to comply.

The Gilmore administration, which supported both measures, said the initial penalty would not derail state highway construction plans. "It's not a death sentence," said Art Bowen, Virginia's deputy transportation secretary. But if the state has to accommodate a doubled sanction of about \$13 million in two years, that could hamstring several projects, he said.

Maryland highway administrator Parker F. Williams said his state would be able to absorb the nearly \$8 million penalty by moving the federal funds to his department's hazard elimination program and reallocating the money originally budgeted in that account, using it for regular construction. That will be more difficult if the penalties double, he said.

Williams said the federal penalties will have more sting in states that have budgeted less for safety construction and in larger ones like Texas, California and Florida, which jointly face \$93 million in penalties this fall. And as the sanctions grow, the stakes of defying Congress will increase.

"State legislatures are flush with money and have the ability to say no to big sums of money," said Kelly, of MADD. "But the money is going to add up, and eventually they're going to do it."

Drunk Driving

Giuliani Stays Undecided, Heightening GOP Anxieties

Clinton Strategists Consider Scenarios, Many Favorable

By JOHN F. HARRIS
and MICHAEL POWELL
Washington Post Staff Writers

NEW YORK, May 15—While this year's most dramatic Senate race remained in a bizarre state of limbo, Mayor Rudolph W. Giuliani (R) today continued to confound his impatient party by saying he has still not decided whether to continue his candidacy. That left first lady Hillary Rodham Clinton (D), who aides say is eager not to be seen enjoying the chaos on the GOP side, searching for still new ways to say she has no comment on the Giuliani melodrama.

"You know I have no control over what the Republicans do," she told reporters at a brief news conference today, adding, "I'm just not thinking about that."

In fact, her campaign has been thinking about it plenty, gaming out different scenarios of what strategists believe is certain to be a newly contoured contest—even if Giuliani ultimately decides to make the race. The mayor said today he plans to devote this week, and possibly longer, to decide which treatment makes the most sense for his recently diagnosed prostate cancer, and knocked down speculation that he has all but decided to leave the race.

And as anxiety grew among Empire State Republicans—about who their candidate would be and whether that person would suffer grievous liabilities in the general election contest—a variety of aides and outside advisers to Clinton said that most of the plausible outcomes to the GOP disarray would be good news for her.

One exception, according to several Democratic sources, would be if Giuliani exits the race and Gov. George E. Pataki is persuaded—against his every inclination, aides say—to make the race.

The more likely scenarios, according to Clinton advisers, would give her an advantage that she never could have envisioned when her campaign was trailing significantly in the polls a few months ago. She pulled even before the recent GOP meltdown.

If Giuliani does run after all, Clinton advisers believe, it will be as a considerably weakened candidate. The public collapse of his marriage to Donna Hanover—particularly her contention that he announced he was considering a legal separation before consulting her—has erased what might have been a wave of sympathy for the mayor because of his recent diagnosis of cancer.

If the mayor drops out, the man many Republicans and several Clinton advisers believe is the most likely GOP nominee, Rep. Rick Lazio, would prompt a shift in message and strategy for Clinton. Although Lazio supports abortion rights, the Long Island politician is in most ways a conservative. Clinton, aides said, would switch from a campaign crit-

icizing the moderate Giuliani as too combative to be a good senator to a more traditional Democratic campaign attacking Lazio as a tool of the ideological right.

"He's a lieutenant in the Gingrich army, with a series of votes that will be hung around his neck," said one Clinton adviser.

Lazio also would start with little money and little profile. "They're sending in a pitch hitter," said one Democratic source close to Clinton's campaign.

Other Clinton aides were a shade more guarded. Lazio, they said, might do well among suburban Catholics, a major voting bloc in New York. He also might be able to unite his party more than the divisive Giuliani could and excite more enthusiasm from rank-and-file Republicans.

Mostly, however, either Lazio or some other candidate would test what many analysts once regarded as the central reality of New York this year: Both Giuliani and Clinton are so controversial that neither would have little chance except in a race against the other. "The reality is we don't know," said one Clinton adviser. "This is a total shuffle of the deck."

Should Giuliani decide to remain in the race, his problems run deep—beyond even his health and marital travails. Conversations with labor and political analysts of various ideological stripes say the mayor faces electoral challenges that, while not insurmountable, belie polling numbers that show him in a neck-and-neck race with Clinton.

His problems fall into four broad areas. Labor unions are arrayed as a monolith against him. The leaders of the small but influential Conservative Party personally dislike Giuliani and plan to nominate a candidate who may cut into his vote. Clinton has pulled slightly ahead of Giuliani in upstate New York, where Republicans typically outpoll Democrats.

And, notwithstanding that a Republican controls the statehouse, New York voters tilt strongly Democratic in national elections. "New York voted 10 percent more Democratic than the nation in 1996, said Jim Chapin, a Democratic analyst, citing Charles Schumer's 55 percent victory over Sen. Alfonse M. D'Amato in 1998. "People consistently underestimate how Democratic New York state has become."

Giuliani faced a similar partisan disadvantage in New York City and succeeded by picking off traditional Democratic constituencies. He persuaded labor leaders to accept wage concessions without launching a frontal attack on them. In return, the public-sector labor leaders sat out the last mayoral election and private-sector unions endorsed the mayor.

That won't happen in this race. Most labor unions are solidly pro-Clinton. Today, the more conservative New York State Building and

Construction Trades Council broke with Giuliani, a longstanding ally, and endorsed the first lady. "We are the Reagan Democrats," Edward Malloy, the council president, said. "We are here to let New Yorkers know that we share Hillary Rodham Clinton's centrist views." Malloy's endorsement packed a wallop, as he is a close ally of Pataki.

The first lady has virtually camped out upstate during the past year while Giuliani often has seemed reluctant to venture north of Westchester County. "She's worked very hard up here and filled a vacuum," said an influential New York Republican and advisor to Pataki. "Giuliani has taken it for granted that he could get votes up here without coming here and people kind of said: 'Well, no.'"

There is, finally, the Conservative Party, a boutique party that is a peculiarly New York institution. Run by a few hundred bosses who most often co-endorse GOP candidates who oppose abortion, gun control and higher taxes, the Conservative Party runs candidates who often draw more than 200,000 votes statewide. That can swing a close election.

"The mayor has nothing that gives him a ticket to our dance," said Michael Long, who rules the Conservative Party. "He's pro-choice, pro-gun control... if he served with Hillary, he'd be no different on the big issues."

Drunk
Driving

Senate Clears Transportation Bill With a Drunk-Driving Provision

By DAVID ROGERS

Staff Reporter of THE WALL STREET JOURNAL

WASHINGTON—The Senate approved a \$54.7 billion transportation budget calling for tough sanctions on states that fail to adopt stricter drunk-driving standards over the next few years.

The 99-0 vote came as the auto industry and its environmental critics appeared to reach a temporary truce on the contentious issue of fuel-economy rules for profitable sport-utility vehicles. For another year, manufacturers would be protected against any effort to raise the standard for SUVs and light trucks, which has been frozen at 20.7 miles a gallon for five years. But the administration would be free to "recommend" changes pursuant to a National Academy of Sciences study to be completed by July 2001.

The agreement, reached last night, took the form of a recommendation to House and Senate negotiators, who must write the final transportation budget in the coming weeks. The auto industry retains the upper hand politically but wanted to show some flexibility; for environmentalists, it is the first sign of any movement in what has been a five-year stalemate.

Across the Capitol, a more fractious House debated into the night on a nearly \$15 billion natural-resources bill that is the centerpiece of a still-bitter battle between President Clinton and Republicans over management of federal lands in the West. The measure decimates Mr. Clinton's \$620 million "Lands Legacy" budget request to buy and protect environmentally sensitive properties. But on a 234-187 vote, Western conservatives failed in their attempt to frustrate his recent efforts to designate nearly two million acres in five states as "national monuments."

Thirty-eight Republicans broke with their leadership on the lands vote, and the divisions were repeated hours later on a second divisive issue: arts funding. In this case, 25 Republicans broke on a 207-204 vote to take the first step toward adding \$22 million for the National Endowment for the Arts and related organizations.

The GOP countered with a proposal to derail the arts funds by having the money go instead to Indian health. Democrats accused Republicans of using poor tribes as "cannon fodder," but ultimately gave in to the amendment on a voice vote.

The Senate's drunk-driving provision revives a debate that occurred two years ago when a similar provision was derailed by House negotiators on a massive highway bill. The initiative still faces powerful opposition, but proponents believe they have a greater chance of success given the backing of influential members of the Appropriations Committees.

At issue is a proposed national standard of 0.08% blood-alcohol content and how far Washington should go in imposing it on individual states. Eighteen states, including many of the most populous, such as California, Florida and Texas, already have adopted the tougher standard. But a majority of Americans still live under state laws that adhere to a more relaxed blood-alcohol content test, generally 0.1%.

After the last fight in 1998, Congress adopted a set of incentives to encourage states to toughen their laws voluntarily. The current bill goes further by threatening to cut their federal highway aid, by 5% in 2004, then by 10% in later years, if they don't come into compliance.

The Western lands fight in the House is ripe with its own election-year politics. Never popular with the region's conservatives, Mr. Clinton has aggravated relations even more in the past year by coupling his "Lands Legacy" spending with a rapid set of executive orders designating nine new or expanded national monuments across the West, including more than one million acres alone in northwestern Arizona.

The lands already are held by the government, but environmentalists and Westerners are divided over his use of the 1906 Antiquities Act to act unilaterally over the objections of the region's lawmakers.

"This is a gift, a gift to our nation," said Rep. George Miller (D., Calif.) defending Mr. Clinton.

But conservatives answered that the same gift robbed them—and Congress—of its proper role. "He is running this as a fiefdom and a kingdom," said Alaska Rep. Don Young, chairman of the House Resources Committee. "Let's put the whole West in and call it the Western National Monument and get it over with," said Utah Republican Rep. James Hansen.

GOP to Unveil Bill Expanding Plans for Seniors

By JIM VANDEHEI

Staff Reporter of THE WALL STREET JOURNAL

WASHINGTON—Republicans will introduce legislation to expand two popular retirement programs, as part of their ambitious campaign to appeal to senior citizens and undecided voters.

As early as next week, House Ways and Means Chairman Bill Archer will unveil a proposal to increase contribution limits to individual retirement accounts and 401(k) savings plans, the final component of the GOP's sweeping agenda for seniors.

House Speaker Dennis Hastert will instruct all GOP lawmakers to trumpet how they fought to expand these retirement programs, lock away Social Security surplus dollars, eliminate the earnings limit on Social Security recipients and provide a new prescription-drug benefit.

"The proof is in the pudding. Now, we've got to go home and tell our story [about how] we have impacted seniors' lives in a positive way," says GOP Rep. J.C. Watts of Oklahoma, the fourth-ranking House GOP leader.

Unlike GOP presidential candidate George W. Bush, congressional Republicans would expand retirement savings without tapping the existing Social Security program, a popular entitlement they are reluctant to touch in this election year. "This does not have the political minefields [Mr. Bush's] Social Security plan has," says Rep. Rob Portman (R., Ohio).

Mr. Portman, a co-author of the bill, said 89 Democrats already have signed on, underscoring how popular these ideas are with voters.

Under the proposal, the main annual contribution limits to IRAs will gradually increase to \$5,000 from \$2,000 during the next five years. The legislation also will lift contribution ceilings on tax-friendly 401(k) plans to \$15,000 from \$10,500.

Additionally, the measure would prod more small businesses to provide retirement-savings programs and free workers to transfer their 401(k) plans from job to job. One provision would simplify the rules for small companies that want to set up retirement plans.

The Texas Republican lamented that because the legislation's provisions encouraging small companies to offer or beef up retirement plans are esoteric, many voters may not immediately see how profoundly the legislation would affect their lives. "A lot of this is to make pensions available to low-income families and small-business employees," said Mr. Archer.

While GOP lawmakers are still tinkering with how quickly to fully phase in the new benefits, Mr. Portman said the proposal will cost at least \$35 billion over 10 years. President Clinton will likely veto the measure, if and when the Senate approves it, which is uncertain.

Still, Republicans are confident that they have crafted an agenda that will appeal to older Americans. Indeed, internal GOP polls show that a majority of seniors already favor GOP candidates. If Republicans can maintain or expand that advantage, they believe Democrats won't be able to chip away at the GOP's six-seat majority in the House.

"They are smoking something," retorts a spokeswoman for Minority Leader Richard Gephardt (D., Mo.). "We are certain that we have a better plan to appeal to seniors, and it's not even close." Democrats contend that their polls show seniors embracing their agenda, which includes a broader prescription-drug plan and more money to strengthen the Social Security system. "We put our money where our mouths are," the spokeswoman said.

Democrats also back Al Gore's plan for a Medicare "lock box" that would forbid lawmakers from spending surplus money from the account that funds health care for the elderly.

Mr. Watts said Republicans will try to one-up Mr. Gore and Democrats by passing legislation that would "forever" lock away excess money for Social Security and Medicare.

Drink Driving

THE WHITE HOUSE
WASHINGTON

June 26, 1995

MEMORANDUM FOR ERSKINE BOWLES, DEPUTY CHIEF OF STAFF

FROM: Jeremy Ben-Ami, DPC
Mike Schmidt, DPC

SUBJECT: Follow-up on the President's June 10 Radio Address on Zero Tolerance

We wanted to give you a brief update on our follow-up to the President's June 10 Radio Address calling on Congress to make Zero Tolerance "the law of the land."

Late last Tuesday, we got word that Senator Byrd was planning to offer an amendment to the National Highway Designation Act that would make passing Zero Tolerance laws a national requirement. On Wednesday morning, we sent Senator Byrd a letter of support (the letter is attached). The amendment passed the Senate by a vote of 64-34.

Our focus now is on getting a similar amendment added to the House bill. The House plans to begin consideration of the Highway Act in mid-July. We are working with DOT on a legislative strategy, and will consider options for ways to ensure that the President gets credit for this achievement.

cc: Carol Rasco
Harold Ickes
Pat Griffin
Marcia Hale
Don Baer
Bill Curry
Bruce Reed ✓

THE WHITE HOUSE

WASHINGTON

June 21, 1995

The Honorable Robert Byrd
United States Senate
Washington, D.C. 20510

Dear Robert:

Drinking and driving by young people is one of the nation's most serious threats to public health and public safety. I am deeply concerned about this ongoing tragedy that kills thousands of young people every year. It's against the law for young people to drink. It should be against the law for young people to drink and drive.

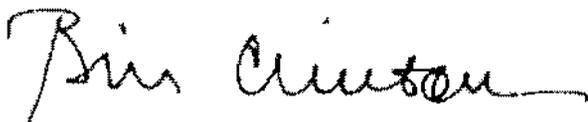
As you know, earlier this month, I called on Congress to make Zero Tolerance the law of the land. I support your amendment to the National Highway System Designation Act, which would achieve this goal.

A decade ago, we decided as a nation that the minimum drinking age should be 21. In 1984, President Reagan signed bipartisan legislation to achieve this goal, and today all 50 states have enacted such laws. Our efforts are paying off -- drunk driving deaths among people under 21 have been cut in half since 1984.

But we must do more. Twenty-four states and the nation's capital have enacted Zero Tolerance laws that consider a driver under age 21 to be "driving while impaired" after just one full drink of alcohol. These laws work -- alcohol-related crashes involving teenage drivers are down as much as 10-20 percent in those states. If all states had such laws, hundreds more lives could be saved and thousands of injuries could be prevented.

I commend your efforts today, and I urge the Senate to pass your amendment.

Sincerely,

A handwritten signature in cursive script, reading "Bill Clinton". The signature is written in dark ink and is positioned at the bottom of the letter.

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United States Senate
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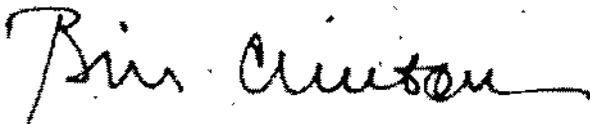
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A handwritten signature in cursive script, reading "Bill Clinton".

Stiffer Rules Are Pushed For Beginning Drivers

By ABBY GOODNOUGH

Citing statistics that show teen-agers in the United States are responsible for a disproportionate share of traffic accidents, safety advocates in New Jersey are pushing for legislation that would place new restrictions on the youngest drivers, stiffening what is already one of the strictest licensing systems in the nation.

Their proposal, which the State Legislature is expected to consider this spring, would require drivers younger than 18 to pass through three stages of licensing over 18 months, maintaining a spotless driving record throughout. Teen-agers would not be permitted to drive alone after midnight during this period, and they would not be allowed to carry other teen-agers with them for the first six months.

New Jersey is among a growing number of states considering this kind of system, known as graduated licensing, which typically includes restrictions such as night curfews and requires teen-agers with learners' permits to spend at least six months practicing with a licensed adult in the passenger seat.

About a dozen states have adopted graduated licensing laws in recent years, and while some are more lenient than others, safety advocates say they all send the same message: driving is a privilege, not a right.

"These restrictions create an incentive for kids to be as straight an arrow as they possibly can," said Jim McNight, president of the National Public Services Research Institute in Landover, Md., who has studied graduated licensing laws since 1979, when Maryland became the first state to adopt one. "It can be a powerful incentive for kids to drive safely and lawfully at the time when they are most vulnerable."

Although the number of teen-agers responsible for traffic accidents nationwide dropped between 1985 and 1992, it has been climbing again in recent years. Driver error accounts for 82 percent of fatal crashes among 16-year-olds, compared with 5 percent for people between 35 and 49, according to the Insurance Institute for Highway Safety. And in 1995, 65 percent of teen-age passenger deaths occurred when another teen-ager was at the wheel.

Graduated licensing laws are gaining popularity as more states increase speed limits, suburban roads grow more congested and the nation expects a teen-age population boom. Budget cuts have forced hundreds of school districts to eliminate driving courses during the last 10 years, and safety advocates say graduated licensing is the best way to insure that new drivers get at least several hours of formal instruction.

New Jersey is now the only state where residents must be 17 to receive a license that allows them to drive unsupervised. (New York and Connecticut grant such licenses to 16-year-olds who have taken formal courses in driving, except that New York City residents who must be 17 to drive alone.)

But advocates insist that that restriction is not enough, because the state requires 17-year-olds to hold a learner's permit for only 30 days before taking the road test for a regular license.

"These kids are young, they're emotional, but we let them drive alone after two weeks," said John Leone of Wall Township, N.J., whose youngest son died four years ago, at 16, when a 17-year-old classmate he was riding with drove into a tree. "We need to give them more supervised practice with an experienced driver."

If the graduated licensing proposal becomes law in New Jersey, it will be one of the strictest in the nation.

Because the proposal has so many elements, its supporters admit that it will not be easy to pass in its entirety. New Jersey legislators have considered less comprehensive graduated licensing bills in recent years, but they never gained enough support.

In other states, proposals for curfews and limits on teen-age passengers have been especially controversial.

"We know there will be opposition," said State Senator Robert Singer, who plans to introduce the bill in the Legislature next month. "People are going to say, 'There goes Big Brother again, telling us what to do.' We need to get more information out as to the benefits of it."

The proposal, shaped by Mr. Leone and other safety advocates, would require 16- and 17-year-olds to hold a learner's permit for six months without any accidents or moving violations. During those six months, they could drive only with a licensed adult supervisor in the passenger seat, and teen-age friends would not be allowed in the car.

At age 17, they could get a provisional license for 12 months, during

An effort to show that driving is a privilege, not a right.

The New York Times

MONDAY, FEBRUARY 24, 1997

Don -
FYI - I still think
this is a worthwhile
idea...

-Eti
copy to
Bruce Reed
Mike Rann

which they would have to take a six-hour driver's education course and continue to maintain a clean record. Throughout the provisional stage, teen-agers could not drive between midnight and 5 A.M. unless they had to work or attend religious functions.

New York State already has a form of graduated licensing, with a night curfew for drivers younger than 18 and a six-month probationary period during which all new drivers, regardless of age, are penalized for moving violations.

But safety advocates are calling for a stricter law in New York that would require a 6-month learner's permit, then a 12-month intermediate license with at least six hours of behind-the-wheel training. No legislation has been drafted yet, but Marta Genovese, director of government affairs for the Automobile Club of New York, said she expected a bill to be introduced this year.

Starting this month in Connecticut, a new law requires 16- and 17-year-olds to hold a learner's permit for six months — or four months, if they take a driving course — before receiving a standard license.

But efforts to include a night curfew and other restrictions failed, and advocates of graduated licensing say the Connecticut law is weak compared with those in Michigan, Florida and Kentucky.

"This for us is a first step, a compromise," said Joseph Wankorl, deputy commissioner of the Connecticut Department of Motor Vehicles. "We're slowing down the process of getting a license to make sure people understand the rules."

In New Jersey, finding money to pay for the six-hour driving course requirement will be the biggest hurdle, Senator Singer, the bill's sponsor, said.

The proposal would raise fees for new drivers' permits, to \$20 from \$5, but that extra money — about \$300,000 a year — would only cover the cost of new computer software and personnel for the Department of Motor Vehicles, he said. Teen-agers would probably have to pay for the instruction themselves.

Jonathan P. -
Good idea. Glad Eti
came up with it. Just kidding -
Get it done. Thanks -
BR