

# PASETTER

## *Pennsylvania Association for Safety Education*

*Winter/Spring 2004 Issue*

### **2004 PASE Conference**

#### **Welcomes Dr. Gerald L. Zahorchak**

The 55<sup>th</sup> annual PASE conference packs a diversity of information this year. Just one of the highlights of this year's conference is Keynote Speaker Dr. Gerald Zahorchak.

As Deputy Secretary for Elementary and Secondary Education for the Pennsylvania Department of Education, Dr. Gerald Zahorchak oversees the education of the Commonwealth's 1.8 million public school children and was recently instrumental in the release of Pennsylvania's first Academic Achievement Report. Dr. Zahorchak is the former Superintendent of the Greater Johnstown School District, where he helped to implement a district-wide network of literacy tutoring partnerships and significantly reduced class sizes to better student achievement. Under his leadership, the Greater Johnstown School District implemented full-day kindergarten, pre-kindergarten, tutoring programs, and hired reading and math coaches to boost student learning. In fact, nearly ¾ of the district's elementary students, many of whom are low-income, achieved at proficient or advanced levels in reading this year, and all of the district's elementary and middle school buildings met Adequate Yearly Progress targets.

Also a devoted member of the Johnstown community, Dr. Zahorchak was the 2003 President of the Johnstown Rotary and previously served as a City Council Member and as Deputy Member. He was awarded the Penn State School Study Council's "Caldwell Award for Excellence in Administration and Supervision" and received the 2002 "Distinguished Alumnus in Education" President's Award from St. Francis University.

Please join us at the conference this year and prepare to gain a wealth of knowledge and ideas. You can check out the tentative agenda included in this issue.

Valuable information, conference updates and issues of the PASETTER are currently available at the PASE web site:  
[adtsea.iup.edu/pase](http://adtsea.iup.edu/pase)

### *Inside...*

Tentative Agenda	page 2-3
Senior Week Celebrations	page 5
Deciphering Cars	page 6-7
When Bumpers Meet Antlers	page 8
Historical Corner PA Turnpike Overview	page 12-14
Registration Form	page 15

### ***Conference...2004***

#### **TENTATIVE AGENDA INSIDE**

The 55<sup>th</sup> Annual Pennsylvania Association for Safety Education Conference will be held on April 29<sup>th</sup> & 30<sup>th</sup> at the Quality Inn - Arena in Bedford, Pennsylvania.

Rooms will be available at the Quality Inn at the following reduced rates:

- Single - \$52
- Double - \$58
- Triple - \$64
- Quad - \$70

**Call 814-623-5188 to make your reservations & look inside of this issue for your tentative agenda and registration form!!!**

**2004 PASE CONFERENCE  
(TENTATIVE AGENDA)  
*"Re-educating the Driver Educator, Volume 4"***

**THURSDAY, April 29**

8AM – 1PM	REGISTRATION/EXHIBITS
8AM – 9:30AM	BOARD OF DIRECTORS MEETING
10AM – 11:30AM	OPENING GENERAL SESSION <ul style="list-style-type: none"><li>• WELCOME/INTRODUCTIONS, Chris Davis, PASE President</li><li>• PRESENTATION OF COLORS, Bedford High School Color Guard</li><li>• PLEDGE OF ALLEGIANCE</li><li>• NATIONAL ANTHEM - TBA</li><li>• INVOCATION, Ronald Strapel, PASE Chaplain</li><li>• OFFICIAL WELCOME - TBA</li><li>• KEYNOTE SPEAKER - Dr. Gerald Zahorchak</li><li>• Deputy Secretary for Elementary and Secondary Education for the Pennsylvania Department of Education</li><li>• PROGRAM CHANGES</li></ul>
11:30AM – 12PM	EXHIBITS
12PM – 1PM	LUNCH (Lunch will be provided)
1PM – 2PM	WORKSHOP SESSION 1 (RED DOT) What Students Need To Know; Getting Up To Speed With .08 Dana Bowser, IUP Indiana Regional Highway Safety Project
	WORKSHOP SESSION 2 (BLUE DOT) Specialized Driver Training for Persons with Disabilities Tim Brant, Johnstown
2:05PM – 3:05PM	REPEAT WORKSHOP SESSIONS 1 &2 (Blue and Red DOTS reverse workshops)
3:05PM – 3:30PM	BREAK/EXHIBITS
3:30PM – 5PM	GENERAL SESSION TBA
5PM – 6PM	EXHIBITS

2004 PASE Conference, Continued

6:30PM – 8:30PM PASE BANQUET  
Invocation - Ron Strapel, PASE Chaplain  
Awards Presentation – Chris Davis, PASE President

## **FRIDAY, April 30**

8AM – 11AM REGISTRATION

7:30AM – 8:45AM BUFFET BREAKFAST/EXHIBITS

9AM – 10:00AM GENERAL SESSION  
Driver Education Expectations  
Terry Kline, Eastern Kentucky University  
& Bob Roush, PA Department of Education

10:00AM – 10:30AM BREAK/EXHIBITS

10:30AM – 11:30AM GENERAL SESSION (Continued)

11:30AM – NOON EXHIBITS

NOON – 1:15 AMOS NEYHART LUNCHEON

1:30PM – 2:30PM WORKSHOP SESSION 3 (BLUE DOT)  
Survival 101;  
Bringing a Quality Seat Belt Safety Program To Your School  
Bob Zwier, Buckle Up PA

WORKSHOP SESSION 4 (RED DOT)  
Driver Education Expectations, Continued  
Terry Kline, Eastern Kentucky University

2:30PM – 3PM EXHIBITS/BREAK

3PM – 4PM REPEAT WORKSHOP SESSIONS 3 & 4

4:15PM – 5:15PM GENERAL SESSION  
PASE Business Meeting

5:15PM CONFERENCE ADJOURNS



Raydon Ad Here

## Senior Week Celebrations are approaching sooner than you think...

Your high school graduate is packing for Senior Week. Sunglasses--maybe cool ones like those in the "Matrix Reloaded"--definitely. CDs and player--for sure. Shorts, T-shirts and sandals--of course. A whole week of fun ahead. But is your son or daughter really prepared for the week ahead?

Many Pennsylvania teens celebrate the end of high school with Senior Week. They go to the beach, a cabin in the woods or some other place away from mom, dad and annoying younger siblings. Most of these teens enjoy a great time with friends they won't see as regularly as they did in high school. Most return home safely and work, enter the military or prepare for college.

For some teens, senior week has become a chance to drink alcohol and go wild. Even good kids who don't plan to drink can get sucked into the party atmosphere. How can you help your teen come home safely?

First, talk to your teen about alcohol. By the time a child reaches 17 or 18, many parents are afraid to ask about alcohol, but a conversation with you might be just what your teen is waiting for.

Second, remind your child that underage drinking is against the law and not something you condone. You are not trying to spoil the fun; you see alcohol as the thing that spoils the fun for teens.

Third, help your child practice how to not be part of any underage drinking that inexpertly happens. For example, leave the party when the alcohol arrives and find another fun activity that can't be spoiled by alcohol.

Fourth, emphasize that no matter what, your child can call home for help--or just to say hi to those annoying younger siblings!

Information submitted by Juli McGreevy, Pennsylvanians Against Underage Drinking, Inc.  
<http://www.AlcoholFreeYouth.org>



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## Deciphering Cars

### **Consumers have a right to know the diagnoses made by their cars' onboard computers.**

The little red light in my 1993 Plymouth Grand Voyager said "Check Engine." I appreciated the suggestion. But I had no idea what it meant.

The van, you see, had been a gift from my wife's sister. It had 187,00 kilometers (116,000 miles) on it when I picked it up in Chicago for the long drive to Boston. Halfway back the engine almost caught on fire; when I arrived two days later, I discovered that it needed nearly \$5,000 in repairs. Three days after that work was done, the transmission died.

All in all, this "free" van had cost me nearly \$8,000, and now something else was wrong. What was it? I didn't trust the dealership to tell me what was really going on: I felt that they were dishing out the bad news one broken part at a time, so that I wouldn't realize the full scope of my problems. So instead of turning to the experts, I turned to the Internet. I was troubled by what I learned—not about the state of the old van, but about how limited my access was to information about a product that I owned.

A lot of people are intimidated by the idea of trying to repair a modern car. What's so discouraging, apparently, is the "car computer"—the electronic brain that controls everything from the emissions system to the battery charger. People who once had no problem doing tune-ups with strobe timing lights see these electronic boxes and just give up.

But in fact, the car computer is your friend—constantly monitoring whether anything is going wrong.

At the suggestion of a friend, I typed the keywords "Voyager" and "Diagnostic Trouble Codes" into Google. This landed me at a Web site that offered step-by-step instructions on how to get my car's computer to spill its secrets.

Different cars have different "secret handshakes" that you need to know to extract the diagnostic codes. On some GM cars, for instance, you turn on the car's ignition then hold down the "Off" and "Warmer" buttons on the climate control system until a special light appears on the instrument panel. For other cars you need a device called an onboard diagnostic (OBD) scanner; these gizmos cost anywhere from \$20 to \$250. For my Plymouth van, you read the codes by turning the ignition switch on and off two times in a row, turning it back on, and counting the number of times that the "Check Engine" light flashes.

In theory, knowing these codes should let you fix your car just the way the pros do. Just ask the car computer what component is malfunctioning, and then replace it. And if the

computer can't figure it out, you replace the computer itself! This simple logic will let you diagnose the vast majority of common car problems.

*Deciphering Cars, (continued from page 6)*

But there's a problem with this approach: you need to know those diagnostic codes. Without them, you're nowhere. And as it turns out, even though you've paid tens of thousands of dollars to buy your car, you have no right to know what those codes really mean—or how to get them out of your machine.

Automakers, independent service shops, and AAA have struggled for years over who has rights to these diagnostic codes. Clearly, by controlling access to this information, automakers can give their own dealers an edge in servicing their own vehicles—or they can force independent garages to sign up for training and pay hefty license fees.

In 2001, the U.S. Congress threatened automakers with the Right to Repair Act, which would have forced them to reveal their codes. The legislation was scuttled in 2002 when automakers promised that they would share their technical information. The legislation, officially designated HR 2735, was reintroduced in the House of Representatives last July.

Not surprisingly, automakers oppose the legislation. "It is not necessary," says John Trajnowski, a principal staff engineer at Ford Motor. "We are making all of our information available now." Consumers and independent repair shops can purchase three-day access to Ford's Motorcraft Web site for \$19.95.

Trajnowski contends that the legislation "is being sponsored primarily by after-market-parts manufacturers," who want to force carmakers to reveal their "proprietary control strategies" for sensors, controls, and other high-tech car equipment. This would make it easier for third parties to make clone parts.

But even if the legislation has such a hidden purpose, it's irrelevant. The real issue here is our rights as owners of technology in the digital age: if we buy a car that has an onboard computer, that computer should act in our best interests. If it makes a diagnosis, we have a right to know it. Our tools shouldn't hide information from us in order to enhance somebody else's revenue. AAA has taken a similar position and is strongly supporting HR 2735. With luck, it will pass before the end of the session this fall.

As for my van, the computer said that the problem was with the oxygen sensor. But the fan control relay was also acting up. And there were possibly problems with the internal logic module. I decided that things were going to keep breaking, so we halted all repairs and traded in the van for a 2004 Honda Pilot. We got \$500.

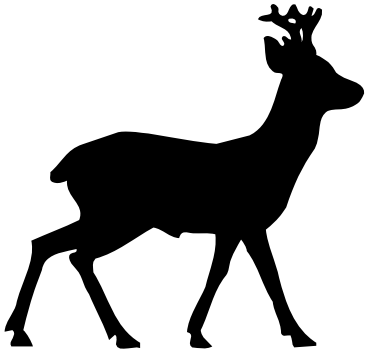
*By Simson Garfinkel  
Technologyreview.com  
Putting technology to work for you  
February 2004*

### **CHECK IT OUT...**

Do a basic search on the web...Go to your favorite search engine and type in 'Diagnostic Trouble Codes'. You'll find lists of websites with free information about what might be troubling your car...it just might save you a few bucks and a lot of aggravation

# When bumpers meet antlers

Big, brown, furry beasts sometimes emerge from the wilderness to cross a public road. Unfortunately, no one taught them to look both ways first.



Too often, the result is a motorist's nightmare: a collision with a deer, moose or elk. The animal usually comes out second-best in this type of close encounter, but the toll on vehicles and their occupants can also be substantial.

Each year, about 700,000 animal-vehicle collisions cause about \$1.2 billion in damage, the Insurance Information Institute estimates. And about 120 people die and another 10,000 are injured annually in such crashes, the National Safety Council says.

When a deer--or, in some northern states and Canada, a moose or elk--meets up with a moving vehicle, there's typically about \$2,000 worth of property damage, though it can exceed \$10,000. Deer usually cause damage to the front bumper, grille, headlamps, hood and fender areas; sometimes the windshield is broken and air bags deploy. A moose, being larger, usually breaks the windshield and may crush the roof. *(Continued on page 11)*

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# The Members of the Pennsylvania Association for Safety Education, Inc.

## SEND IN *YOUR* ARTICLES!!

The PASETTER is created by article submissions provided by PASE members. And, we are always on the lookout for articles. You are encouraged to submit articles.... Remember... without you, the PASETTER doesn't exist. If you would like to submit an article...enclose this completed form, with your

**wis**  
**th:** *(when bumpers meet antlers, continued from page 8)*

**W** While animal-vehicle collisions can happen any time of year, fall is the peak season for deer-car accidents (and a peak time--along with mid-May through July--for moose-car wrecks as well). That's mainly because autumn is both mating season and hunting season, so deer are more active and more likely to roam beyond their normal territory.

**ADT:** No foolproof way has been found to keep deer, moose and elk off highways and away from vehicles. Deer whistles have their advocates; some motorists insist the devices have helped them avoid collisions. But the Insurance Institute for Highway Safety (IIHS) says there's no scientific evidence to support claims they prevent deer from approaching cars or reduce crash risk. Perhaps a more promising approach is roadside reflectors, designed to reflect light from vehicle headlamps and cause deer to "freeze" rather than cross the road. Studies and field tests suggest they do reduce crash frequency to some extent.

**Glen:** You can avoid an unplanned meeting with a deer, moose or elk. Here's how: Be aware of your surroundings. Pay attention to "deer crossing" signs. Look well down the road and far off to each side. At night, use your high-beam lights if possible to illuminate the road's edges. Be especially watchful in areas near woods and water. If you see one deer, there may be several others nearby.

- Prent:**
- ✓ Be particularly alert at dusk and dawn, when these animals venture out to feed.
  - ✓ If you see a deer, moose or elk on or near the roadway and think you have time to avoid hitting it, reduce your speed, tap your brakes to warn other drivers, and sound your horn. Deer tend to fixate on headlights, so flashing them may cause the animal to move. If there's no vehicle close behind you, brake hard.
  - ✓ If a collision seems inevitable, don't swerve to avoid the animal; your risk of injury may be greater if you do. Hit it, but control the vehicle. Report the accident to the police.
  - ✓ Always obey the speed limit and wear safety belts.
- Rayd:**
- Safet:**
- Simu:**
- Inter:**

*This information obtained through STATE FARM INSURANCE COMPANIES  
Home Office, Bloomington, Illinois*



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## Historical Corner...PA Turnpike History Overview

President George Washington publicly favored the establishment of roads to promote the westward expansion of our nation. In 1791, the legislature of the Pennsylvania Commonwealth approved a state-wide transportation plan and a year later created the Philadelphia and Lancaster Turnpike Company. The turnpike charter called for the construction of a 62-mile log-surfaced road, which provided successful transport for settlers and their goods over the muddy territories.

The Lancaster Turnpike route was later replaced by a canal after 1800 and then the beginnings of a railroad in the 1880s. The Allegheny Mountains posed a barrier to William Vanderbilt and Andrew Carnegie, who at the time were building a railroad from Harrisburg west to Pittsburgh to compete with a more northerly route provided by the booming Pennsylvania Railroad. Over one-half of the roadbed was constructed and seven tunnels partially excavated before Vanderbilt went broke in 1885.

As early as 1910, ideas arose to convert the abandoned railway route into a motorway. The idea of a turnpike to cross the Alleghenies was supported by the trucking industry as well as the motoring public. A feasibility study began in 1934 with surveyors collecting information and engineers selecting routes and preparing plans. Although the U.S. Bureau of Public Roads favored improving urban highways instead of building intercity expressways, the concept of limited-access highways was further inspired by the construction of the Henry Hudson Parkway on the west side of Manhattan in 1934, the Bronx River Parkway, the Merritt Parkway in Connecticut, and the Arroyo Seco Parkway in Los Angeles.

In 1937, the governor signed a bill to create the Pennsylvania Turnpike Commission during a period when the nation was still recovering from that era's depression. President Roosevelt supported the construction on the turnpike to lower unemployment through his WPA. Since bankers were skeptical of supporting the unproven nature of a toll superhighway, the project wound up being financed by a loan from the New Deal's Reconstruction Finance Corporation for almost \$41 million at 3.75 percent. The WPA would also provide another \$29 million in grants. (Continued on page 13 & 14)



### ***Newest technology in road maintenance...***

*This photo was taken at the 2003 Centre Hall Antique Tractor show. Highway construction and maintenance technology has certainly come a long way.*

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Website: <http://www.lcb.state.pa.us/edu/>

E-mail: [ra-lbeducation@state.pa.us](mailto:ra-lbeducation@state.pa.us)

(Historical Corner Continued)

A model of this new form of superhighway was displayed at the General Motors Highways and Horizons Futurama exhibit at the 1939 New York City World's Fair. The new turnpike was visualized to be a different form of highway in America, but similar to Germany's 100-mph autobahns, built to serve the needs of the users rather than controlled by the terrain.

The Pennsylvania Turnpike project limits were from Middlesex, located west of Harrisburg, to Irwin, east of Pittsburgh, a distance of 160 miles. For the project to be constructed on schedule in a mere 20 months, 1,100 engineers were employed. Noteworthy was the consistency of the design standards of the turnpike, much different than previous piecemeal attempts to build roads through different areas. Plans called for a 200-foot right-of-way with two 12-foot lanes of travel provided in each direction with medians, berms, long entrance and exit ramps, banked curves, and separated grade crossings.

Revisions made during the course of design included changing from two asphalt and two concrete lanes to all concrete lanes. A four-foot median was replaced with a ten-foot one. Although Vanderbilt's railroad bed was originally planned for a maximum two percent grade, the maximum grade selected for the turnpike was three percent, which an automobile could easily tolerate but was still much less than the nine to twelve percent grades on local highways.

*(Historical Corner, Continued from page 12)*

At first a tunnel was considered near Everett, but later it was decided to remove 1.1 million cubic yards of rock and earth to create the largest open cut of its time.

A standard sight distance of 600 feet was chosen. Straight-aways were designed for 100 mph and the spiral curves were superelevated to accommodate 70 mph. Easy grades were carved through valleys, ravines, and mountains. Almost 70 percent of the original turnpike was straight, with the longest a 40-mile stretch west of Carlisle relieved by one curve to break the monotony.

Many innovations were introduced during the layout of the highway. When possible, the turnpike route was laid out on southern exposures to let the sun heat the ice and snow on the roads. Toll booths off of the turnpike were located on downhill grades to allow drivers time to react instead of being surprised. In addition to the roadway, there were over 300 bridges and culverts, nine interchanges, ten service plazas, and eleven toll booths to design.

After plans were completed in October, 1938, 155 construction companies and 15,000 workers from 18 states were under contract with the Turnpike Commission. Six of the seven original railway tunnels ranging from 3,500 to 6,800 feet had to be completed or widened to allow two lanes of vehicles. Work began at a slow pace due to difficulties acquiring right-of-way, but a year later fifty crews were building a ribbon of pavement at a rate of three-and-a-half miles a day.

The Pennsylvania Turnpike officially entered service October 1, 1940, exhibiting new concepts of superhighway design and demonstrating that revenue bonds could finance toll roads. Planners predicted that 1.3 million vehicles would use the turnpike each year, but early actual usage was 2.4 million vehicles, sometimes as many as 10,000 vehicles per day were recorded. In addition to reducing travel time between Pittsburgh and Harrisburg by three hours, the turnpike created an economic boom to areas along its path. This magnificent road was a monument to national pride and the spirit of motoring during the late years of the depression.

The Pennsylvania Turnpike was an excellent example of public-private partnerships. Fares collected from the turnpike tolls allowed the construction bonds to be retired early and reissued for capital improvements to the road. Following the success of the Pennsylvania Turnpike, other states began plans to build their own toll roads after the war including Ohio, Indiana, Illinois, New York, and New Jersey.

The United States entered a new era of transportation in 1941 with President Roosevelt appointing the National Interregional Highway Committee, which proposed a 34,000-mile highway system for defense and post-war modernization. The Federal Aid Highway Act was approved in 1944 and adopted two years later, authorizing \$1.5 billion for three post-war years of interstate highway construction. The interstate highway system was built on the "forgiving road" concepts learned and tested on the Pennsylvania Turnpike.

Although the Pennsylvania Turnpike has one of the lowest fatality rates in the country, the need for more safety improvements became apparent in response to the rising number of accidents. Improvements over the years have included better pavement drainage and stabilization, a 300-foot right-of-way, a 60-foot median, computerized toll booths, plazas moved back away from the road, and curves added to the boring, straight stretches.

Improvements to the turnpike's tunnels have also been given much attention by their widening and lighting. In the 1960s, \$100 million was spent building bypasses to eliminate three tunnels. A new 4,400-foot, two-lane tube was completed in 1991 next to the existing Lehigh Mountain Tunnel using the New Austrian Tunneling Method (NATM). The NATM involves shooting the walls and ceiling with a fast-setting shotcrete to stabilize the rock, preventing rock falls and eliminating the need for heavy ceiling support.

As the Pennsylvania Turnpike operates in its sixth decade of service, the original 160-mile route has been expanded to 514 miles, carrying 156.2 million vehicles a year at a toll of just over 4.1 cents a mile. In the engineering design of this highway, utmost attention has been given to the drivers' safety and comfort. Today the Pennsylvania Turnpike, part of Interstate 76, can be recognized as the first of a new breed of American tollways in the interstate highway system.

*Information obtained from [www.paturnpike.com](http://www.paturnpike.com)*



**2004 PASE Conference Registration Form**

Name: \_\_\_\_\_ School/Business: \_\_\_\_\_

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Email Address: \_\_\_\_\_

Spouse/Guest Name (if attending): \_\_\_\_\_

The 55<sup>th</sup> Annual **Pennsylvania Association for Safety Education** Conference will be held Thursday and Friday, April 29<sup>th</sup> & 30<sup>th</sup> at the Quality Inn - Arena in Bedford, Pennsylvania. Sixty-five rooms will be available at the Quality Inn at the following reduced rates:

Single - \$52    Double - \$58    Triple - \$64    Quad - \$70

Call **814-623-5188** to make your room reservations. The following fees are in addition to your room costs. *Conference registration fees do not include the cost of your hotel room.*

**Membership Conference Registration**  
**(Includes all meals)**

		Total
Active (Early)	\$130 (by April 1, 2004)	\$ _____
Active (Late)	\$150 (after April 1, 2004)	\$ _____

**Non-Membership Conference Registration**  
**(Includes all meals)**

(Early)	\$160 (by April 1, 2004)	\$ _____
(Late)	\$200 (after April 1, 2004)	\$ _____

**Extra Tickets: (These meal tickets are available if you are bringing a Guest/Spouse; registered participants meals are included in their conference registration fee).**

Complete Meal/Break Ticket	\$55	\$ _____
Thursday PASE Banquet Only	\$25	\$ _____

**Membership: PASE dues are payable either before the Conference or at the Conference Registration Table.**

Active	\$ 25	\$ _____
Retiree	\$ 15	\$ _____
Corporate	\$ 200 (Exhibitors)	\$ _____

**TOTAL AMOUNT ENCLOSED**                      \$ \_\_\_\_\_

NOTE: As part of Act 48, we will be a provider for the in-service credit. Please make registration remittance payable to **PASE, Inc.** and send to:

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**Inside!!!**

Tentative Conference Agenda &  
Registration Form

Historical Corner...The PA Turnpike