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EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
Office of Information and Regulatory Affairs

044481CA

5A002

Date: 5/21

TO: *Craig Fuller*

From: Chris DeMuth

ACTION:

- | | |
|---|---|
| <input type="checkbox"/> FYI | <input type="checkbox"/> Please Comment |
| <input type="checkbox"/> Appropriate Action | <input type="checkbox"/> Draft Response |
| <input type="checkbox"/> Let's Discuss | <input type="checkbox"/> |

REMARKS:

NHTSA / air bags



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

Handwritten initials: KTB

May 19, 1982

MEMORANDUM FOR: Chris DeMuth
FROM: Bob Carlstrom *BC*
SUBJECT: Testimony of the National Highway Traffic
Safety Administration on Air Bags

LRD did clear the NHTSA air bag testimony discussed in the White House materials circulated by Craig Fuller's office.

The subject of the hearing, held March 2, 1982, was S. 1887, a bill that would (1) impose a \$300 per vehicle excise tax on automobiles sold without air bags and (2) make available a \$300 refundable tax credit for automobiles sold with air bags. Both Treasury and NHSTSA testified in opposition to the bill.

In coordinating NHTSA's testimony, we circulated it to the Vice President's office (Boyden Gray), Economic Policy (Larry Kudlow/Mike Esposito), OIRA (D. Arbuckle), TCH Division (J. Murphy) and CEA (Newman). In an earlier circulation of S. 1887 for agency views, we received a letter from the Council of Economic Advisors opposing the bill.

Our coordination of NHTSA's testimony revealed no significant problems. At our request, the NHTSA witness, Ray Peck, called Boyden Gray to obtain Gray's concurrence. In addition, we worked directly with Peck on his testimony to reduce or eliminate any inference that the Administration might support Government action to encourage mandatory air bag production. We believe that the NHTSA statement, as cleared, accurately stated the Administration's positions, as we understood them, with respect both to S. 1887 and air bag production.

EF



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

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SA002 s/23
FG006-11

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File
CE

May 18, 1982

MEMORANDUM FOR: CRAIG FULLER

FROM: DAVID GERSON *W for David Gerson*

RE: PECK AIRBAG TESTIMONY

In addition to clearance by Chris DeMuth's shop, I understand that OMB's Transportation Branch, Economic Policy Office and Legislative Reference Division cleared this testimony. It was also reviewed by CEA and by Boyden Gray, who had a conversation with Peck about it.

Attached is a short summary from the OMB division that had the lead on the clearance -- perhaps it might be helpful.

Attachment

.85 W-18 62:23



EXECUTIVE OFFICE OF THE PRESIDENT

OFFICE OF MANAGEMENT AND BUDGET

WASHINGTON, D.C. 20503

May 18, 1982

MEMORANDUM FOR CRAIG FULLER

FROM: Chris DeMuth *CD*

SUBJECT: Peck Airbag Testimony

The man in my office who covers the Department of Transportation reviewed and cleared Ray Peck's March 2 testimony opposing the airbag tax break proposal. This was the occasion of Ray's describing his efforts to encourage auto manufacturers to offer airbags voluntarily in some markets, which was the apparent source of the Periscope squib. I don't know if anyone else in OMB saw the testimony.

cc: Dave Gerson

THE WHITE HOUSE

WASHINGTON

May 11, 1982

MEMORANDUM FOR BECKY NORTON DUNLOP

FROM

Chris Andrews 

SUBJECT

Newsweek article concerning NHTSA's position
on the development of air-bag equipped autos

I spoke with Ray Peck at length concerning the Newsweek item found in the May 10 issue. Peck maintains that the first time he had heard of or seen the article in question was when I brought it to his attention. Though he has not identified the source of article, he had two significant comments concerning the Newsweek piece:

- 1) The article describes NHTSA as "working quietly" to encourage buyers of large fleets to submit orders for air-bag cars. Peck says that his efforts are by no means "quiet", and he sent me the text of March 2 testimony before the Senate Subcommittee on Taxation and Debt Management(attached) to confirm his statement. I have highlighted selections that demonstrate that Peck is interested in seeing air-bags available to consumers who desire them(pp. 1-2, example #1). Purchases by in several bulk orders could provide the "initial market"(p. 5, ex. #2) necessary to entice the auto makers into air-bag programs. So Peck makes no bones about the fact that he wants consumers to have the air-bag option(p. 6, ex. #3).
- 2) The article goes on to claim that NHTSA believes that it can influence consumer demand through these initial bulk orders. Peck states that no one at NHTSA intends to or, in fact, is able to influence consumer demand by this bulk order policy. Peck says that this assumption concerning bulk orders and consumer demand does not have any factual basis, and his staff is not propagating such assumptions.

On p. 11 I have located a section in Peck's testimony which could be construed to produce the same conclusions that are found in the Newsweek article. Perhaps it is statements as these that are at the bottom of the Periscope item.

I have other testimony that Peck provided if you desire to look into this question further. Please advise if you would like additional action on this matter.

Attachment.

**OFFICE OF CABINET AFFAIRS
ACTION TRACKING WORKSHEET**

Action resulting from:

- document (attached)
- telephone call
- meeting (attach conference report if available)

Document Date: 82 / 05 / 03

From: Craig Fuller

Date Received: 82 / 05 / 03

Subject: NHTSA / Air Bags

ACTION CODES:

- A — Appropriate Action
- B — Briefing Paper
- C — Comment/Recommendation
- D — Draft Response
- F — Furnish Fact Sheet
- I — Info Copy Only/No Action Necessary
- R — Direct Reply w/Copy
- S — For Signature
- X — Interim Reply

ROUTE TO:

Date Sent	Name	Action Codes	Date Due	Action Taken
<u>82/05/14</u>	<u>99 OMB —</u>	<u>C</u>	<u>82/05/18</u>	
<u>/ /</u>	<u>Attention: Fred Khedouzi,</u>			
<u>/ /</u>			<u>/ /</u>	
<u>/ /</u>			<u>/ /</u>	
<u>/ /</u>			<u>/ /</u>	
<u>/ /</u>			<u>/ /</u>	

COMMENTS: Did you clear the Peck testimony on air bags?

Originator: Dunlop Faoro Fuller Gonzalez Hart Hodapp

KEEP THIS WORKSHEET ATTACHED TO THE ORIGINAL INCOMING MATERIAL AND WHEN THE ASSIGNED ACTION IS COMPLETE, RETURN TO:

044481 CA

Due: 820512

THE WHITE HOUSE
WASHINGTON

1982 APR 2 PM 5 06

May 3, 1982

MEMORANDUM FOR BECKY DUNLOP

FROM: CRAIG L. FULLER

SUBJECT: NHTSA/Air Bags

CF

5/14
Fred Kkedouri
- Did you clear
the Peck
testimony on
air bags?
CF

Would you check out the story in this week's issue of Newsweek that suggests that NHTSA is quietly promoting air bags despite the fact that the administration canceled the regulation that would have required air bags or automatic seat belts in the front seats of all new cars.

The item is attached.

Attachment

~~Chris Andrews -~~

~~Track down this info - we want to know
who - when - why?~~

BMD
5/3/82

Craig - 5/11/82

Attached memo contains info you
requested

BMD

PERISCOPE

Mubarak's Security Scare

Concern for Egyptian President Hosni Mubarak's safety—and not fear of offending Israel—is now thought to be the main reason that Mubarak did not attend flag-raising ceremonies in the Sinai desert after the Israeli withdrawal. On April 20, a military guard at Cairo's international airport aimed a burst of automatic rifle fire at Mubarak's unoccupied Presidential jetliner and then killed himself. According to Egyptian sources, soldiers in the gunman's unit told investigators that he had been distraught over the executions of the Muslim fundamentalists convicted of assassinating President Anwar Sadat. That intelligence prompted the Egyptian Cabinet to cancel Mubarak's Sinai appearance.

Diplomatic Unrest on the Home Front

Even as Britain and Argentina went to war in the South Atlantic, Secretary of State Alexander Haig and U.N. Ambassador Jeane Kirkpatrick found time to pursue a running duel on the domestic front (NEWSWEEK, April 26). Haig learned that Kirkpatrick was fuming over new rumors that she believed were planted by Haig accusing her of opposing the Reagan Administration's pro-British tilt in the Falklands crisis. Eager to keep the domestic peace, Haig immediately called Kirkpatrick to assure her that he had had nothing to do with spreading the story, which he agreed was false. Kirkpatrick, who had been deeply upset by what she saw as an attempt to force her resignation, accepted Haig's disclaimer. "When the Secretary of State says to me that he was not behind all these stories," said the ambassador, "I am delighted to accept that and leave it at that." And quiet flows the Potomac.

Orfila: Argentina's Next Strongman?

If the Argentine regime of Lt. Gen. Leopoldo Galtieri collapses because of the Falklands crisis, say sources at the Organization of American States, the person most likely to take over would be Alejandro Orfila, secretary-general of the OAS. Even before the Falklands invasion, leaders of several parties approached him about the possibility of becoming provisional President. OAS staffers say Orfila would be a good choice: he has been aloof from recent Argentine political infighting, and he is the only potential President who can claim to enjoy international prestige.

Bolivia Tries to Go Straight

Bolivia is trying to shake its cocaine addiction. Nearly bankrupt and unable to obtain foreign loans because of its notorious tolerance of the international cocaine trade, the Bolivian Government has launched an offensive against coca crops and jungle laboratories. The police have backed a pilot coca-eradication project in eastern Bolivia, and lawmen claim to have put more than 80 jungle laboratories out of business. To prove their sincerity, say U.S. officials, the Bolivians will have to agree to a countrywide assault on all illegal coca fields and a crackdown on smuggling rings as well.

The Democrats Field a 'B' Team

The depressed economy should provide just the right atmosphere for Democratic victories in this fall's Congressional elections, but Democratic Party officials are worried that the poor quality of some of their candidates will hold down their gains. While recruiting candidates last year, the Democrats had trouble persuading their

most promising prospects to run because the Republicans looked unbeatable. One example: Arizona Democrat Bill Schulz, who narrowly missed winning Barry Goldwater's Senate seat in 1980, refused both House races that the party offered him for this year. Although some observers foresee the Democrats gaining as many as 40 seats, Democratic National Chairman Charles Manatt predicts for the record that his team will pick up "a baker's dozen."

A Gust of Hope for Air Bags

The Reagan Administration is applying its private-enterprise philosophy to the issue of auto safety. Last year the National Highway Traffic Safety Administration canceled the regulation that would have required air bags or automatic seat belts in the front seats of all new cars; automakers had complained of the cost. Now NHTSA is working quietly to get buyers of large automobile fleets to put in orders for air-bag-equipped cars. The NHTSA believes that one sufficiently large order could create enough consumer demand to encourage manufacturers to start offering the lifesaving devices as optional equipment.

Prayer-Mail Crusade Converts Reagan

Proponents of a constitutional amendment to allow prayer in public schools have deluged the White House with 1 million letters and postcards in the last month. The faithful showed so much political devotion that their prayers may be answered. Amendment backers now expect President Reagan to reiterate his support for the bill this week. In general, Reagan's aides have urged him to soft-pedal his views on "social issue" amendment proposals to avoid unnecessary controversies. But the postal pro-prayer crusade has persuaded some Reagan men that the measure has broad-based support and is therefore safe to take a strong stand on.

Limited Subscription to the Daily News

The Tribune Co. has renewed its commitment to the New York Daily News, but it may not last beyond 1984. The Chicago-based conglomerate shelved plans to shut down the Daily News after a secret meeting at which company lawyers reported that shutdown costs could hit \$200 million—twice the original estimate. The reason: all eleven labor unions at the News might be able to establish in court that their contracts grant lifetime job guarantees. Tribune insiders say their plan now is to keep the paper open only until 1984, when current labor contracts expire. Tribune lawyers believe that at that point they might be able to prove that the implied lifetime guarantees were no longer binding.

Nixon's Final Minutes—On Tape

An unusual new artifact will soon be added to the already vast Watergate archives when Hollywood actor Tom Hallick and his manager, Tom Hughes, offer television networks the chance to buy a ten-minute videotape of Richard Nixon in the Oval Office immediately before delivering his resignation speech. Hallick and Hughes expect Nixon to take them to court over the clip, which was given to Hallick by a television cameraman. The tape may be of more interest to trivia buffs than historians. Nixon, who did not know he was being taped, chatted and joked for a few minutes before sitting down. Nixon's last words before beginning his historic address: "Would you mind checking my collar? It's not ruffled up?"

ERIC GELMAN with bureau reports

STATEMENT OF RAYMOND A. PECK, JR., ADMINISTRATOR, NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION, BEFORE THE SUBCOMMITTEE ON TAXATION AND DEBT MANAGEMENT, SENATE COMMITTEE ON FINANCE, MARCH 2, 1982

Mr. Chairman and Members of the Subcommittee:

Thank you for inviting me to discuss S. 1887, a bill which is addressed to the economic demands which would be placed upon the auto industry and the nation's consumers by the introduction of air cushion restraint technology into all new cars beginning in Model Year 1984.

The issue of how to make air cushion restraints a reality in the passenger cars of those who want them has troubled all of us--government, industry, private parties, and interest groups--for many years now. It has been a matter of recurring Congressional interest. For example, Mr. Chairman, you specifically raised the question during my confirmation hearings. At that time, I had reached no opinion.

I appreciate this opportunity to exchange views on this matter.

In the past, both supporters and opponents of this technology have clouded discussions with excesses of rhetoric. Both the advantages and the drawbacks of air bags have been exaggerated to the point where widespread public misunderstanding of virtually every aspect of this technology now prevails. This has greatly hampered reasoned discussions at all levels.

By contrast, the proposed legislation is a different approach to the issue. I am encouraged to see serious consideration being given to non-regulatory alternatives which would encourage the availability of air cushion restraints under the economic and social circumstances which

exist today. I hope that these efforts will mark a new beginning for the kind of constructive efforts needed to determine whether and how the technology may be appropriate for widespread use. Notwithstanding this optimism, however, for reasons which I will explain in more detail, the Department opposes enactment of the bill.

← That is S. 1887 which would subsidize development

In the months since my decision last October to rescind the mandatory passive restraint requirements of Federal Motor Vehicle Safety Standard 208, I have been discussing the technical and economic issues involved in air cushion restraint systems with auto manufacturers in this country and abroad, and with related suppliers and representatives of insurance industry interests.

My goal has been to identify the remaining questions which must be answered before optional availability becomes a reality, and then to define the appropriate roles which all parties to such an effort might undertake in a formal agreement similar in nature to that undertaken by Secretary William T. Coleman in 1976.

In December of that year, Secretary Coleman called upon automobile manufacturers to join the Federal government in conducting a large-scale demonstration program to exhibit the effectiveness of air bags to the public. Under this program, air bag-equipped automobiles would have been available to the public beginning September 1, 1979.

Although participation in the program was voluntary, three major manufacturers agreed to manufacture and market a combined total of approximately one-half million automobiles equipped with air bags, in

various model sizes, beginning in model year 1980. The manufacturers agreed to sell these automobiles at a reasonable price, to market the vehicles on a nationwide basis, and to assist NHTSA in monitoring the results of the demonstration program.

This agreement was conditioned on several important events. First, the insurance industry was to undertake to provide product liability insurance coverage at a reasonable guaranteed cost for each car equipped with an air bag. Second, the contracts provided that they would automatically terminate on the date that the Department of Transportation issued a Notice or regulation which would require the installation of automatic restraints on any new cars. This provision was accepted as necessary by all parties to allow manufacturers to operate under competitive marketing practices in the event that an automatic restraint mandate were to be applied to all manufacturers.

As we all know, these agreements did in fact terminate on March 24, 1977, when the then Secretary of Transportation Brock Adams proposed the promulgation of ^{as a result to all p.r. ref to} Federal Motor Vehicle Safety Standard 208.

Thereafter, another similar proposed demonstration program was ^{being} negotiated in connection with the deliberations of the last Congress to modify the 208 standard.

Times have changed since each of these prior efforts to bring this technology into the marketplace, and our efforts have been directed to assessing the nature and degree of such changes, and the appropriate responses of all parties if another such effort is to succeed.

I am pleased to report some significant progress in our discussions. Auto manufacturers have generally declared themselves committed to continue development programs, or retain existing levels of readiness for production. The Ford Motor Company, in a statement before this Committee last month, announced publicly its willingness to participate in such a demonstration program. Other companies have given us reason to believe they will join in such a voluntary effort.

Before we will see the day when this technology is offered as an option, however, a number of issues must be resolved. First, we still must overcome the problem of public acceptability. Public resistance to mandated technology is a fact of life, and such resistance will be even stronger where expensive technology such as this is involved.

It is an equally important fact of life that the capital available to this industry today is substantially less than it was even two years ago, and strong buyer resistance to today's higher new car prices is depressing demand across the board.

Finally, I think it must be recognized that all technological issues associated with air bags do not appear to have been solved. In particular, it would appear that there are serious questions remaining with regard to providing protection for occupants of small cars.

This latter problem is directly reflected in the question of product liability, and the degree and economic circumstances under which new production programs would be covered by manufacturers' insurance carriers.

Several other issues are also under review. We are looking at whether there would in fact be meaningful insurance premium discounts available to consumers who purchase air cushion-equipped cars. We are concerned that the economies of scale which would normally apply to produce market-acceptable prices as production volumes increase will be difficult to achieve if the several suppliers of components are not able to achieve sufficient compatibility among the necessary systems or components. We are examining possible solutions to this problem, and the Justice Department is assisting us in considering the antitrust implications of some of the solutions.

② We are investigating the possibility that the Federal government, both civilian and military, and other major vehicle customers in the private sector, might be willing to make commitments to purchase air cushion-equipped cars, thereby contributing some level of certainty to the initial market.

We are exploring the possibility and consequences of equipping only the driver's side of the car with an air cushion. This alternative would produce 75% of the benefits realizable by a full-front seat system, yet offer major reductions in the cost of the system. It would virtually eliminate most of the problems associated with out-of-position front seat passengers. If such an alternative proves feasible, we would also be able to explore the alternative of retrofitting some existing cars with driver-side air cushions. It seems that the technology for retrofit is now available for most late-model cars. We will be looking at this

further. In either such event, of course, our existing regulations imposing performance requirements applicable to all front seating positions would have to be amended.

Mr. Chairman, I have reviewed the state-of-the-art of air cushion restraint technology in great detail. It shows great promise. I would like to see air cushion restraints available to any American consumer who wants to purchase one. That is why I was encouraged to see that your legislation has changed the focus of the debate from whether air cushion restraints should be mandated to a question of how best to encourage their development.

Turning to the proposed legislation itself, I am convinced that your bill is not the best approach to reaching our common goal. First, the bill raises some serious questions as to national tax policy and international trade consequences. I understand that you will be separately presented with the Administration's views on these matters, and we respectfully defer to the other Executive Branch experts on these aspects of the bill.

With respect to our own areas of expertise, I believe that the bill may be addressed to the wrong target -- the sales price of the automobile. As I have reviewed the issue, it would appear that a threshold question may need to be addressed first. That is, what additional development costs may remain before a system can be marketed which meets our technological concerns. Once those costs have been identified, the question of whether and what economic incentives may be

appropriate to ensure the expenditure of the remaining research and retooling dollars necessary to the commercial production of air cushion restraints will arise. Until then, discussing specific dollars and cents questions may be premature.

Additionally, the bill proposes to adopt a definition of "qualified automatic safety air bag" as an air bag "which meets the requirements of Section 126 of the National Traffic and Motor Vehicle Safety Act of 1966." We assume this to be a drafting error since there is no Section 126 under that Act, nor does any other statutory provision set requirements for air bags. Currently, for those manufacturers who elect to offer passive restraints, NHTSA's Federal Motor Vehicle Safety Standard 208 requires protection of all front seat occupants, and dynamic testing to provide evidence of the level of protection offered by the device. As I mentioned earlier, our demonstration program will be looking at the possibility of offering driver-only air cushions, and we will be considering further revisions to our standards necessary to accomplish this. In either event, however, S. 1887, as drafted, would not allow this kind of flexibility.

Finally, I do not believe the bill will accomplish the goal it sets out to achieve. Enactment of this legislation could not only not result in air bag production, it could impede our current efforts towards that goal.

With respect to the level of tax/credit set in the proposed legislation, it is understood that the value of \$300 for the tax/credit set forth in the bill is intended to represent actual production costs of air bags. Based on our current understanding of the technologies involved, it is doubtful that such a low production cost could realistically be achieved unless the technology were to be installed in the entire fleet of new vehicle production. This is unlikely.

Domestic manufacturers have not been planning to install air bags in their car lines. Therefore, only an insignificant number of cars could be equipped with air bags in model year 1984. Accordingly, the domestic manufacturers could not immediately benefit from the tax credit provision, yet they would face a \$300 tax per car in 1984, which they would have to absorb or pass along as price increases. For many people, such a price increase would delay still further their decision to purchase a new car. At the same time, purchasers of cars without air bags who intend conscientiously to use the safety belts which are standard equipment, would, in fact, be subsidizing the purchase of air bag-equipped cars.

To the degree that actual planned production levels will fall below those implicitly assumed in setting this level of tax/credit, the cost of air bags will increase dramatically, and the actual economic risk of production versus acceptance of the tax becomes greater for any given manufacturer. When remaining capital costs for tooling their car lines for air bags in subsequent model years are taken into account, electing to produce air bags under this legislation would represent an even more difficult choice for an industry that is already depressed and experiencing serious buyer resistance to escalating new car prices and financing costs.

Marketing experience to date does not tend to support the taking of such economic risks. The only manufacturer who attempted to sell cars equipped with air bags in this country failed. In 1974-76, GM invested upwards of \$80 million and developed a system for use in selected lines of their cars. While cars equipped with such systems have shown promise in reducing fatalities and the more serious injuries for owners of those cars, over a three year period ~~only~~ 10,000 such cars were sold. We will be reviewing GM's specific marketing experience in detail, but for the moment the important point is that although air bags may save lives, their track record in the market is not correspondingly high.

This market pessimism is reflected in changes in manufacturers' production plans when the government did attempt to require passive restraint protection through regulation. Over a four year period, estimates of annual air bag production in order to satisfy FMVSS 208 requirements dropped from upwards of 5,000,000 to fewer than 50,000.

S. 1887 would not eliminate any of this important uncertainty. It would leave the market in the same condition it is today, because it does not address the competitive fears which always accompany introduction of any new technology, as each manufacturer watches to see who will offer it first. Particularly in the cash-poor automotive industry, a manufacturer of today will be understandably concerned about offering a more expensive product than his competitors.

Faced with such uncertainty, we question whether manufacturers would not instead abandon any efforts to produce air bags under the bill, or

otherwise, accept the tax, and publicly identify it as a federally imposed increase in cost. It would certainly be difficult to deny that such a choice would be the most economically prudent.

By contrast, the negotiations we are now engaged in to develop a successor to the Coleman agreement offer a real opportunity to produce air bags.

For example, one reason why we believe such an agreement would have produced air bags when other approaches have failed was that the Coleman agreement addressed most directly the real issues that appear to inhibit full scale production. It established explicit ground rules, and addressed competitive fears. With GM's 1974-76 experience, it is not surprising that most auto manufacturers were unwilling to plan to market air bags. It was a rational economic decision not to want to lose sales to a competitor who would have been able to offer a more conventionally equipped car at a lower price. *otherwise*

In the face of the acrimony that has accompanied this issue over the last decade, few have ever been able to fully examine why air bags have not reached the market. Some are sure that the industry was callously trying to save money at the cost of human lives. Others have argued that adequately safe technology is not available.

In all candor, I believe the record contains circumstantial evidence to support elements of each such view. But I do not consider myself bound by the record in this sense. I have not found the adamant resistance to the further development and introduction of this technology which some pessimists have predicted would exist.

I believe that we can and must proceed with this discussion under the economic, technical and social considerations that exist today. I believe an objective review of all of the known facts, as opposed to the unsupported or outdated assertions which have characterized past public discussions, would support orderly progress towards making this technology available to those who would want it.

I am one of those. NHTSA is continuing to explore the ways in which we can encourage making these systems available to the American consumer. I am highly optimistic that the demonstration program I outlined earlier will take place, and allow a market for air cushion restraints to be created. When this occurs, any American consumer who wishes to have an air cushion-equipped car can do so, and we will have contributed significantly to the cause of highway safety.



We recognize this bill is an important first step in shifting the public debate toward how best to encourage the availability of air cushion restraint systems in the market. I hope to work further with you and your staff to discuss more effective ways of reaching this common goal.

This concludes my statement. I would be pleased to answer any questions you may have.

ID # 045308
SA002

WHITE HOUSE CORRESPONDENCE TRACKING WORKSHEET

- O - OUTGOING
- H - INTERNAL
- I - INCOMING

Date Correspondence Received (YY/MM/DD) 8/1/02

Name of Correspondent: Robert D. Smith

MI Mail Report User Codes: (A) _____ (B) _____ (C) _____

Subject: Writes concerning the drunk driving problem. Informs of their proposal to apply electronic controls on the vehicles of habitual drunk drivers.

ROUTE TO:	ACTION	DISPOSITION
Office/Agency (Staff Name)	Action Code Tracking Date YY/MM/DD	Type of Response Code Completion Date YY/MM/DD
<u>PO Fran</u>	<u>ORIGINATOR</u> ^{CS} <u>8/1/02</u>	<u>C</u> <u>8/1/02</u> ^{CS}
<u>DOT</u>	<u>R</u> ^{CH} <u>8/1/02</u>	<u>A</u> <u>8/1/02</u> ^{CS}
_____	_____	_____
_____	_____	_____
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_____	_____	_____

ACTION CODES:

- A - Appropriate Action
- C - Comment/Recommendation
- D - Draft Response
- F - Furnish Fact Sheet
- I - Info Copy Only/No Action Necessary
- R - Direct Reply w/Copy
- S - For Signature
- X - Interim Reply

DISPOSITION CODES:

- A - Answered
- B - Non-Special Referral
- C - Completed
- S - Suspended

FOR OUTGOING CORRESPONDENCE:

- Type of Response = Initials of Signer
- Code = "A"
- Completion Date = Date of Outgoing

Enclosures filed in 2579
Overseas Attachments # _____

Comments: If you do not want to respond forward to Anne Higgins. OK! ^{CS}

Keep this worksheet attached to the original incoming letter.
Send all routing updates to Central Reference (Room 75, OEOb).
Always return completed correspondence record to Central Files.
Refer questions about the correspondence tracking system to Central Reference, ext. 2590.

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No. of Additional Correspondents: _____ Media: L Individual Codes: 4.800 _____

Prime Subject Code: SA 002 _____ Secondary Subject Codes: HE 001.01
TX 001 _____

PRESIDENTIAL REPLY

Code	Date	Comment	Form
C	_____	Time: _____	P- _____
DSP	_____	Time: _____	Media: _____

SIGNATURE CODES:

- CPn - Presidential Correspondence
 - n - 0 - Unknown
 - n - 1 - Ronald Wilson Reagan
 - n - 2 - Ronald Reagan
 - n - 3 - Ron
 - n - 4 - Dutch
 - n - 5 - Ron Reagan
 - n - 6 - Ronald
 - n - 7 - Ronnie

- CLn - First Lady's Correspondence
 - n - 1 - Nancy Reagan
 - n - 2 - Nancy
 - n - 3 - Mrs. Ronald Reagan

- CBn - Presidential & First Lady's Correspondence
 - n - 1 - Ronald Reagan - Nancy Reagan
 - n - 2 - Ron - Nancy

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- P - Photo
- R - Report
- S - Sealed
- T - Telegram
- V - Telephone
- X - Miscellaneous
- Y - Study



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

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

NOV 18 1981

Robert D. Smith, President
American Association to
Prevent Drunk Driving
18747 Sherman Way
Reseda, California 91335

Dear Mr. Smith:

Your letter of October 21, 1981 to the White House concerning the drunk driver problem has been referred to my office for response.

We here at the National Highway Traffic Safety Administration (NHTSA) applaud the concern of citizens such as yourself over the drinking driver problem. Alcohol-impaired driving has long been the number one cause of traffic fatalities, and it is our contention that an all-out attack on the problem by Government, private organizations and individuals is required if we are to make significant progress in solving this problem. You may be aware from recent reports in the media that the drinking driver problem has been given high priority status at NHTSA.

As regards your proposal to apply electronic controls, in a voluntary program, on the vehicles of habitual drunk drivers, you may be interested to know that NHTSA is currently field testing one such control device called the Drunk Driving Warning System (DDWS). Our system is being tested in Southern California, in a court setting with convicted drunk drivers (second or subsequent offenders). I am enclosing a short brochure which describes our work on the DDWS and our on-going test in California. I would appreciate any comments you may have on the DDWS or the California field test. I would also be interested in hearing from you about the electronic control device you propose to use and your plans for developing public support for this type of technology.

Sincerely,

Kennerly H. Digges

Kennerly H. Digges
Acting Associate Administrator
Research and Development

Enclosure

THE WHITE HOUSE OFFICE

REFERRAL

NOVEMBER 3, 1981



TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:

DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

ID: 045308

MEDIA: LETTER, DATED OCTOBER 21, 1981

TO: PRESIDENT REAGAN

FROM: MR. ROBERT D. SMITH
PRESIDENT
AMERICAN ASSOCIATION TO PREVENT
DRUNK DRIVING
SUITE 202
18747 SHERMAN WAY
RESEDA CA 91335

SUBJECT: WRITES CONCERNING THE DRUNK DRIVING PROBLEM
INFORMS OF THEIR PROPOSAL TO APPLY ELECTRONIC
CONTROLS ON THE VEHICLES OF HABITUAL DRUNK
DRIVERS

PROMPT ACTION IS ESSENTIAL -- IF REQUIRED ACTION HAS NOT BEEN
TAKEN WITHIN 9 WORKING DAYS OF RECEIPT, PLEASE TELEPHONE THE
UNDERSIGNED AT 456-7486.

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE
(OR DRAFT) TO:

AGENCY LIAISON, ROOM 62, THE WHITE HOUSE

BY DIRECTION OF THE PRESIDENT:
SALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE

81/11-06-04

PRESERVATION COPY

ACTION OFFICE
NHTSA

SUBJECT: WHITE HOUSE REFERRAL TO DOT FROM S KELLEY ON BEHALF OF
R SMITH CONCERNING PROPOSAL TO INSTALL ELECTRONIC CONTROLS ON
VEHICLES OF HABITUAL DRUNK DRIVERS FOR SAFETY MEASURES

FOR : DIRECT REPLY - COMEBACK COPY REQUIRED DUE: 11/12/81

ADD 3964/55 IDENT.

R KEYS = CONTL, DT, CL, FOR, DATED, FROM, ORIGIN, XRNAME, SUBJECT
003964/55 396455, RS, DOT, 011103+011021, KELLEY+SMITH, WH+OTHER+
RAPDD, 045300, DRIVER+ALCOHOL+REGS+SAFETY+VEHICLE+EQUIPMENT.

ADD 3964/55 ACTION.

R KEYS = ACTO, DO, TYPAT, DUEDT, COORDOFF, STATUS, INFODIST
003964/55 NHTS, JH, DRCMB, 011112, 011103R+011104R, C+P+B+S10PD+S10EB.
+S10AS.



S/ N PALMORE, 510 FOR J HASKELL
X-64292

37



American Association to Prevent Drunk Driving

October 21, 1981

R. Frankum

The White House
Washington, D.C.

045308

Mr. President:

I have recently taken note of your desire for public charities to take up the slack produced by the budget cuts.

Obviously there are limits to the problem solving abilities of government programs at all levels. Money is just one limitation. There are others as well.

Our organization is a direct outcome of the well-demonstrated limitations of 50 years of drunk driving law. Drunk driving is, has been, and remains the leading single cause of death among the young. It also remains as the leading criminal cause of life and property loss in the country. The promises implicit in the costly drunk driving control apparatus have not been kept. Even law has its limits and it is clear that millions of habitual drunk drivers, addicted to alcohol, are out of control and completely and forever beyond the effective reach of law. The law and its enforcement has its uses no doubt. Social drinkers, not yet addicted, are influenced by the law, as well as by concern for their own safety.

The limits of law appear in the problem of the out-of-control addicts. By the millions, on a daily basis, they drink themselves beyond the point of self control. They thus anesthetize concern for both law and self preservation and venture forth to kill and injure themselves. The death and injury of innocents is just a byproduct of these tragedies.

Mr. President, we are breaking this mold. We are making new promises to really control some of this uncontrolled drunk driving with innovative technology--technology already proven in a laboratory setting.

We propose to apply electronic controls, in a voluntary program, on the vehicles of habitual drunk drivers. We propose to develop

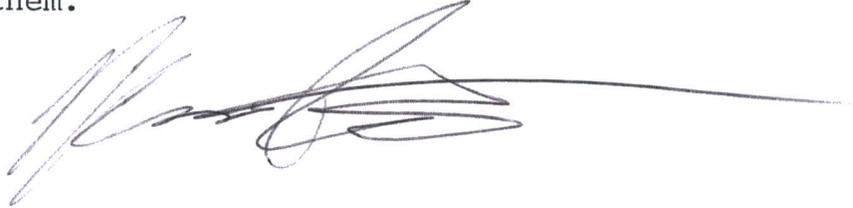
October 21, 1981

Page Two

effective alternatives to the present non-solutions and
we propose to develop public support for these alternatives.

There are probable limits to the use of this new approach.
We intend to find them.

Very truly yours,

A handwritten signature in black ink, appearing to read 'R. D. Smith', with a long horizontal line extending to the right.

Robert D. Smith, President
AMERICAN ASSOCIATION TO
PREVENT DRUNK DRIVING

RDS/at

[Handwritten initials]

ID # 045308

SA002

WHITE HOUSE CORRESPONDENCE TRACKING WORKSHEET

O - OUTGOING

H - INTERNAL

I - INCOMING

Date Correspondence Received (YY/MM/DD) 8/11/03

Name of Correspondent: Robert D. Smith

MI Mail Report

User Codes: (A) _____ (B) _____ (C) _____

Subject: Writes concerning the drunk driving problem. Informs of their proposal to apply electronic controls on the vehicles of habitual drunk drivers.

ROUTE TO:

ACTION

DISPOSITION

Office/Agency	(Staff Name)	Action Code	Tracking Date YY/MM/DD	Type of Response	Completion Date YY/MM/DD
<u>PD</u>	<u>Fran</u>	<u>CS</u>	<u>8/11/03</u>		<u>8/11/03</u>
	<u>DOT</u>	<u>R^{CH}</u>	<u>8/11/03</u>		<u>8/11/03</u>

ACTION CODES:

- A - Appropriate Action
- C - Comment/Recommendation
- D - Draft Response
- F - Furnish Fact Sheet to be used as Enclosure
- I - Info Copy Only/No Action Necessary
- R - Direct Reply w/Copy
- S - For Signature
- X - Interim Reply

DISPOSITION CODES:

- A - Answered
- B - Non-Special Referral
- C - Completed
- S - Suspended

Enclosures filed in 2577
Overseas Attachments # _____

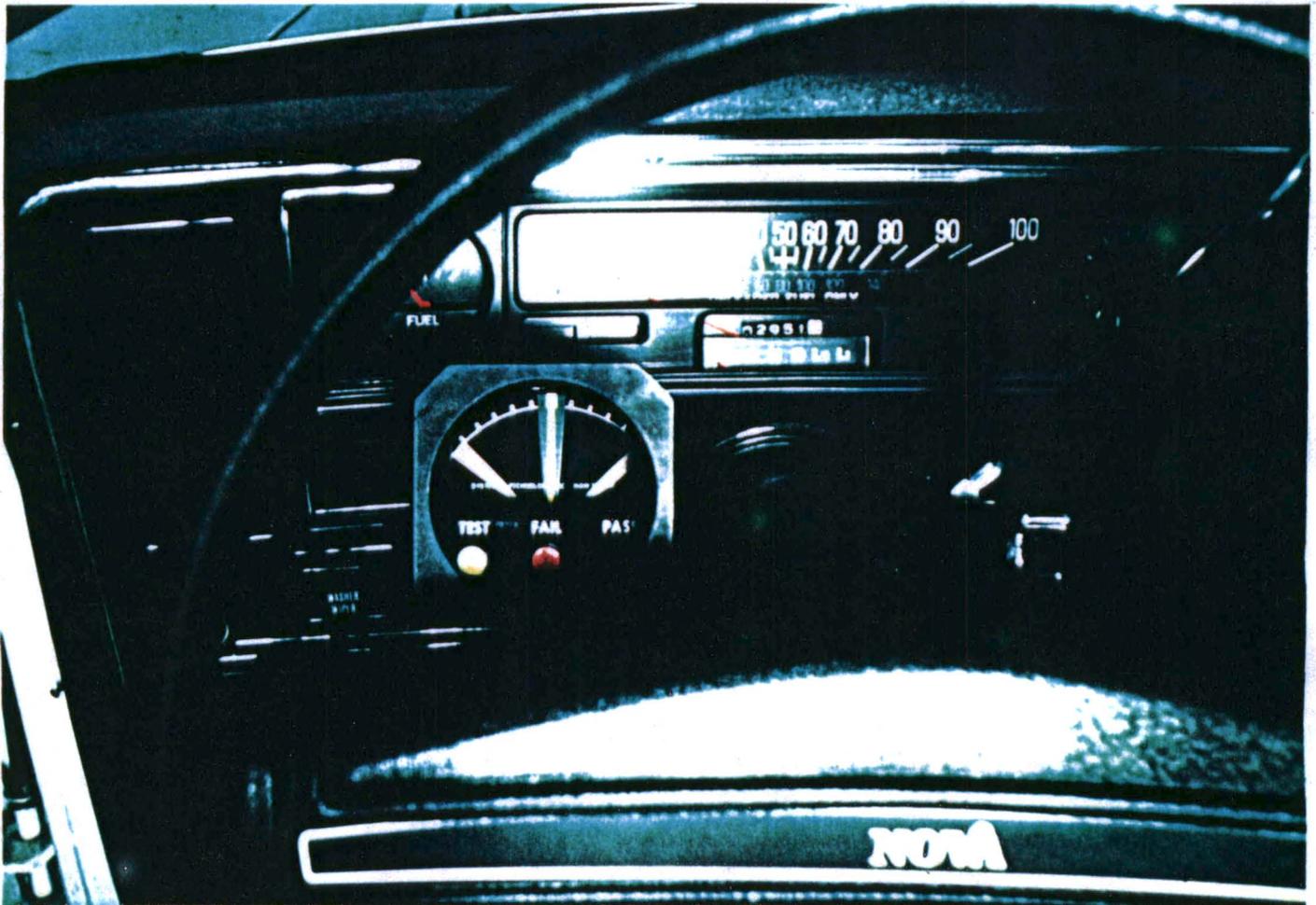
FOR OUTGOING CORRESPONDENCE:

- Type of Response = Initials of Signer
- Code = "A"
- Completion Date = Date of Outgoing

Comments: CS If you do not wish to respond, forward to Anne Higgins. OK!

Keep this worksheet attached to the original incoming letter.
Send all routing updates to Central Reference (Room 75, OEOB).
Always return completed correspondence record to Central Files.
Refer questions about the correspondence tracking system to Central Reference, ext. 2590.

DRUNK DRIVING WARNING SYSTEM
(DDWS)



OVERVIEW

The Drunk Driving Warning System (DDWS) is a vehicle-mounted system which requires the driver to pass a brief (10-30 seconds) steering competency test (the Critical Tracking Task or CTT) before driving the car in a normal manner. The CTT test must be passed in order to deactivate alarms consisting of the emergency flasher system and the horn. Because DDWS is a warning system, and does not prevent the vehicle from running, the car can be driven without passing the test. However, if the test is not passed the emergency flashers operate, and if the car is driven above 10 mph the horn honks at one second intervals. If the test is failed the driver must wait 10 minutes before retesting is permitted. Because the majority of drinking drivers try to reduce their "visibility" to law enforcement personnel, the alarms should be a deterrent to drunk driving in a DDWS-equipped car.

Various countermeasures have been incorporated into the DDWS to prevent cheating. These include sealing components and cables to prevent or reveal physical tampering, and requiring retesting if the driver leaves the driver's seat after passing the test. A cassette recorder has also been incorporated into DDWS to monitor driver use of DDWS and record instances of test failure and/or driving with alarms activated.

The DDWS is intended to be given to those drivers having a history of repeated drunk driving offenses. Current application is being sought through judicial adjudication. The driver's license will be restricted to exclusive use of DDWS and probationary conditions will require regular check-ins to collect cassette-recorded data and to verify driver compliance in this DDWS evaluation program. This program is designed to determine: 1) whether the DDWS can be implemented in a judicial setting; and 2) whether DDWS has the potential for deterring drunk driving.

BACKGROUND

In 1970 the Department of Transportation initiated a study of in-vehicle alcohol safety devices. The results of the studies indicated that none of the 9 devices tested were acceptable. Development of an onboard breath measurement device took place during 1972-1973, but was dropped because of poor operational feasibility. At the same time, initial evaluation of four additional testing devices took place. Further laboratory testing of these devices took place during 1974-1975. Of the two best devices studied further, the Critical Tracking Task (CTT) was chosen for continued development. It was found that the CTT was sensitive to alcohol impairment, quick and simple to perform, and further along in development than the competing device. In 1976-1977 eleven (11) Drunk Driving Warning Systems (DDWS) were fabricated for field testing, utilizing the CTT as the impairment test component.

BEHAVIORAL TESTS

The basic premise of DDWS concept is that alcohol impairment of driving skill can be detected through the use of a simple behavioral test such as the CTT. These tests measure both eye-hand coordination and reaction time. The CTT test generally requires the operator to perform a task which is similar to what is involved in the driver's steering task.

Behavioral tests such as the CTT have been used in the past to help in personnel selection (e.g., WW II pilots) and have aided researchers in studying human performance capabilities in both normal and impaired subjects.

CRITICAL TRACKING TASK BACKGROUND

The Critical Tracking Task (CTT) was developed in the early sixties to test pilot and astronaut performance. Over the years it has proven to be an effective indicator of the effects of both environmental conditions, motion, and human impairment due to alcohol and other drugs.

Currently, NHTSA researchers, with assistance from industry, are investigating the potential of an in-vehicle Drunk Driving Warning System (DDWS) concept based on the CTT. The DDWS permits the vehicle to be operated when the performance test has not been attempted, or when the test has been failed. However, when the vehicle is operated under such conditions, other drivers (and police) are alerted by blinking emergency lights. Additionally, in one version of this system, the horn can be made to blow if the vehicle is driven over 10 mph. The present DDWS consists of two basic components. The first is a Critical Tracking Task (CTT) display unit, located adjacent to the vehicle steering wheel. This display, as shown in the front page illustration, consists of a meter with a centered indicator needle (the test requires the driver to keep the needle in the center region of the meter by appropriate movement of the steering wheel). The second component is an electronics module located in the trunk for activating the lighting system and horn. The electronics component also records the number of attempts made by individuals to pass the CTT test, as well as the number of times individuals have operated the vehicle when the CTT test has not been attempted or has been failed.

The CTT requires the operator to control an inherently unstable task not unlike that of balancing a broomstick on a fingertip. The operator can keep the broomstick balanced by correcting for the instability. That is, as the stick starts to fall to the right the operator corrects by moving his/her hand to the right; the stick then falls left, the operator's hand goes left, etc.

The Critical Tracking Task increases test difficulty by essentially shortening the broomstick at a predetermined rate. As the stick gets shorter and shorter the operator is forced to correct at a faster and

faster rate (e.g., compare balancing a pencil as opposed to a broomstick). At some point the operator's reactions are not fast enough, however, and the operator loses control.

In past research the CTT has been found to have several desirable properties for use as a measure of alcohol impaired performance: 1) the task can be learned with a modest amount of training; 2) the test requires only about 10-30 seconds to take; 3) individual differences in ability can be accounted for; 4) the scores show low variability between trials and from day to day; and 5) the scores are reliably affected by alcohol impairment, as discussed below.

DRUNK DRIVING WARNING SYSTEM (DDWS)

Research and development personnel in the United States Department of Transportation's National Highway Traffic Safety Administration (NHTSA), along with industry, have been investigating the potential of several in-vehicle devices designed to deter persons who are alcohol impaired from driving. Simultaneously, these researchers have been investigating potential legal and public acceptance issues associated with the employment of such devices on vehicles operating on national, state or local highway systems. These in-vehicle systems are presently envisioned for use only among persons convicted of Driving While Intoxicated (DWI).

The DDWS concept uses the Critical Tracking Task as a steering competency test, and the driver must pass the test to deactivate the alarms. The test is passed when the driver's score reaches a preset pass criterion. This level is set according to the individual's sober performance capability, and accounts for differences in ability between individual drivers. In order to minimize the effects of test-to-test variability, the driver is allowed more than one attempt to pass the test before failing. This strategy minimizes the effects of occasional runs which are either unusually good or bad for a given driver, and increases dramatically the test failures in the region of 0.10 Blood Alcohol Concentration and above, which is the region where the probability of an accident increases dramatically for the alcohol impaired driver.

Should the driver fail the test the presumption is made that he/she is alcohol intoxicated. Actually, a test failure can occur for several reasons: 1) the person is impaired due to alcohol, as presumed; 2) test fallibility (there is a small chance that a normal, sober driver can fail the test); 3) there may be other behavioral impairments due to fatigue, drugs, psychological stress, etc.; or 4) the person is sensitive to alcohol but not legally intoxicated. In Case 1 the system is functioning as planned. In Case 2 the driver can take the test after a 10 minute delay. However, it is felt that this is a small price to pay; DDWS is intended for use with repeat drunk driving offenders who would otherwise lose their driving privileges. Cases 3 and 4 are considered beneficial failures because the DDWS has detected an impaired driver and, it is hoped, deterred him/her from driving.

DDWS CONCEPT APPLICATION

NHTSA is conducting a project on the present DDWS entitled "Field Test of the Drunk Driving Warning System." This pilot field test project is designed to investigate the utility of the DDWS concept in a judicial setting, in which a person convicted of Driving While Intoxicated (DWI) is afforded the alternative of driving a vehicle equipped with the DDWS, rather than undergoing the more common sanctions, e.g., license suspension, jail sentence, etc. When the project is completed (Fall 1982), we hope to have credible information on the reliability of the DDWS, procedures for its implementation in the field, and on the ability of the DDWS to deter drunk driving trips. Data from this pilot field test will provide a basis for deciding whether the DDWS concept should be tested on a wider scale.

Hopefully, in the near future NHTSA will have available sufficient information on the potential of the DDWS concept to make recommendations to government and industry for the use of in-vehicle devices such as the DDWS among known drinking drivers and/or the general public.





**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

The Secretary

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

DEC 7 1981

Mr. D. L. Lowrie
Chairman, Texas Baptist
Executive Board
208 Baptist Building
Dallas, Texas 75201

Dear Mr. Lowrie:

Thank you for your letter, which was also signed by Mr. Phil D. Strickland,
to President Reagan urging him to appoint a presidential commission on
drinking drivers. I also appreciate your concern about this unnecessary
loss of human life.

I believe a group of experts and concerned citizens, appointed by the President,
to heighten awareness of the drinking driver problem would be most beneficial.
Such a group could consult with Governors, State legislators, law enforcement
officials, judges and prosecutors, citizen groups, the media, and others
to identify local problems and encourage grass roots action to resolve
them.

We will be working closely with the White House on a decision regarding
the establishment of a Commission. Tangible solutions to the drinking
driver problem do exist. With your support and the support of other concerned
groups, we can succeed in removing drinking drivers from our streets and
highways. We look forward to working with you on this critical national
problem.

Sincerely,

Drew Lewis

045341
SA002

DD *Keel*

H 81/12/07



**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

The Secretary

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

DEC 7 1981

Mr. Phil D. Strickland
Director, Christian Life Commission
208 Baptist Building
Dallas, Texas 75201

Dear Mr. Strickland:

Thank you for your letter, which was also signed by Mr. D. L. Lowrie, to President Reagan urging him to appoint a presidential commission on drinking drivers. I also appreciate your concern about this unnecessary loss of human life.

I believe a group of experts and concerned citizens, appointed by the President, to heighten awareness of the drinking driver problem would be most beneficial. Such a group could consult with Governors, State legislators, law enforcement officials, judges and prosecutors, citizen groups, the media, and others to identify local problems and encourage grass roots action to resolve them.

We will be working closely with the White House on a decision regarding the establishment of a Commission. Tangible solutions to the drinking driver problem do exist. With your support and the support of other concerned groups, we can succeed in removing drinking drivers from our streets and highways. We look forward to working with you on this critical national problem.

Sincerely,

A handwritten signature in cursive script, appearing to read "Drew Lewis".

THE WHITE HOUSE OFFICE

REFERRAL

OCTOBER 29, 1981

ACTION	
is assigned to	
NH TSA	
CONTROL NO.	
396568	
SIRS	S-10

TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:
DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

ID: 045341

MEDIA: LETTER, DATED OCTOBER 15, 1981

TO: PRESIDENT REAGAN

FROM: MR. PHIL STRICKLAND
DIRECTOR
CHRISTIAN LIFE COMMISSION
208 BAPTIST BUILDING
DALLAS TX 75201

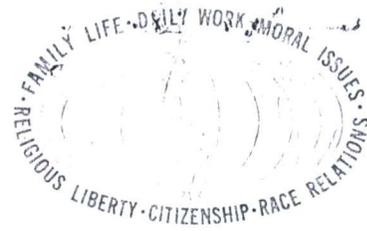
SUBJECT: MR. STRICKLAND, ALONG WITH MR. D. L. LOWRIE
WHO ALSO SIGNED THE LETTER, URGES THAT A
COMMISSION BE SET UP TO EXAMINE THE ALCOHOL
CRASH PROBLEM IN OUR COUNTRY

PROMPT ACTION IS ESSENTIAL -- IF REQUIRED ACTION HAS NOT BEEN
TAKEN WITHIN 9 WORKING DAYS OF RECEIPT, PLEASE TELEPHONE THE
UNDERSIGNED AT 456-7486.

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE
(OR DRAFT) TO:
AGENCY LIAISON, ROOM 62, THE WHITE HOUSE

BY DIRECTION OF THE PRESIDENT:
SALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE

81/10-30-20



Christian Life Commission

BAPTIST GENERAL CONVENTION OF TEXAS
208 BAPTIST BUILDING • DALLAS, TEXAS 75201

October 15, 1981

President Ronald Reagan
The White House
Washington, D. C. 20500

045341

Dear President Reagan:

Recently, three Congressmen called on you to set up a commission to examine the "alcohol crash problem in our country" and to make specific recommendations to impact the problem. In their news conference they stressed that in the last two years drunk drivers have killed more persons than the 50,000 U. S. soldiers who died in combat during ten years of fighting in Vietnam.

In terms of the destruction of human life these Congressmen are pointing to what must be considered an extremely critical problem in this country. As alcohol consumption rises rapidly, so do the incidences of fatal crashes in which intoxication is at least a major contributing factor. Teenagers are hit the hardest by this problem.

While we are aware that there are many pressing issues in our society, we feel that it is time for this problem to be addressed. Unlike many of our national problems, we may find that tangible, workable solutions may be readily forthcoming.

We hope that you will take seriously the request of these Congressmen and of citizens like us who are concerned about this unnecessary loss of human life and establish some new initiatives to address this problem.

Sincerely yours,

Phil D. Strickland

Phil Strickland

D. L. Lowrie

D. L. Lowrie,
Chairman, Texas
Baptist Executive
Board

PHIL STRICKLAND, DIRECTOR
BILL BLACKBURN, ASSOCIATE
JOE HAAG, ASSOCIATE

190

045342
SA002



**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

The Secretary

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

DEC 7 1981



A87/12/07

Colonel Thomas S. Smith
Superintendent
Maryland State Police
Pikesville, Maryland 21208

Dear Colonel Smith:

Thank you for your recent letter to President Reagan urging him to appoint a presidential commission on drinking drivers. I also appreciate your concern and your recommendations.

I believe a group of experts and concerned citizens, appointed by the President, to heighten awareness of the drinking driver problem would be most beneficial. Such a group could consult with Governors, State legislators, law enforcement officials, judges and prosecutors, citizen groups, the media, and others to identify local problems and encourage grass roots action to resolve them.

We will be working closely with the White House on a decision regarding the establishment of a Commission. Tangible solutions to the drinking driver problem do exist. With your support and the support of other concerned groups, we can succeed in removing drinking drivers from our streets and highways. We look forward to working with you on this critical national problem.

Sincerely,

COLONEL THOMAS S. SMITH
SUPERINTENDENT



PIKESVILLE, MARYLAND 21208
(301) 486-3101

MARYLAND STATE POLICE

October 15, 1981

045342

A-H
The President
White House
Washington, D. C. 20500

Dear Mr. President:

The Maryland State Police wish to bring to your attention the need for you to take a firm and public leadership role to help resolve what is perhaps, "America's Greatest Tragedy" -- the alcohol crash problem in our country.

Drinking driving and the gruesome toll it takes every day is the most often committed violent crime in our country, and it has been allowed to become a national disgrace. In the past ten years alone, an estimated one-quarter of a million people have been killed in alcohol-related crashes. Millions more have been seriously injured; many crippled or maimed for life. This year another 25,000 people are expected to be killed in our country by drunken drivers; hundreds of thousands more seriously injured. The problem is projected to get worse, much worse.

Yet, virtually nothing effective is being done at any level of government to stem this tide. Clearly, this is a situation that can no longer be tolerated and demands direct Presidential involvement.

We are convinced that much of the pain and suffering inflicted on innocent American families by drinking drivers is needless and preventable. In a country as great as ours, with our wealth of resources and talent, there is no sane reason to let this carnage continue. Drinking drivers can be removed from the highways; death and destruction can be substantially reduced; but for this to happen, your involvement is needed.

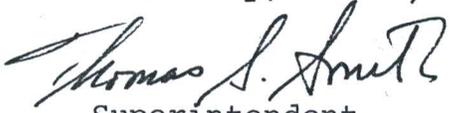
81/10-30-19

Honorable Ronald Reagan
October 15, 1981
Page Two

We, therefore, ask that you appoint a blue ribbon Presidential Commission which would bring together the finest minds in the nation to develop a realistic national master plan to cope with this problem. We ask that you call on the American people to reduce drinking driving in order to save lives and prevent needless suffering.

Finally, we ask that you encourage every Governor to establish a state task force to deal with drinking drivers at the state and local levels. We believe society does not want the tragic problem of the drinking driver to continue. We believe the American people will get firmly behind your efforts to reduce death and injury caused by drinking drivers.

Sincerely,


Superintendent

SS:mh

RECEIVED

NOV 19 1981
FEDERAL BUREAU OF INVESTIGATION

THE WHITE HOUSE OFFICE

REFERRAL

OCTOBER 29, 1981

TO: DEPARTMENT OF TRANSPORTATION



ACTION REQUESTED:
DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

ID: 045342

MEDIA: LETTER, DATED OCTOBER 15, 1981

TO: PRESIDENT REAGAN

FROM: MR. THOMAS S. SMITH
SUPERINTENDENT
MARYLAND STATE POLICE
PIKESVILLE MD 21208

SUBJECT: WRITES ON BEHALF OF THE MARYLAND STATE POLICE
URGING STRONG ACTION TO RESOLVE THE ALCOHOL
CRASH PROBLEM IN THE COUNTRY

PROMPT ACTION IS ESSENTIAL -- IF REQUIRED ACTION HAS NOT BEEN
TAKEN WITHIN 9 WORKING DAYS OF RECEIPT, PLEASE TELEPHONE THE
UNDERSIGNED AT 456-7486.

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE
(OR DRAFT) TO:
AGENCY LIAISON, ROOM 62, THE WHITE HOUSE

BY DIRECTION OF THE PRESIDENT:
SALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE

8110-30-19

ID # 045510

SP002

**WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET**

O - OUTGOING

H - INTERNAL

I - INCOMING

Date Correspondence Received (YY/MM/DD) 81/09/15

Name of Correspondent: Gordon C. Layne

MI Mail Report User Codes: (A) _____ (B) _____ (C) _____

Subject: Wants to know if the safety benefits of larger cars are considered along w/ the economy of smaller cars -

ROUTE TO:	ACTION	DISPOSITION
Office/Agency (Staff Name)	Action Code	Tracking Date YY/MM/DD
<u>FIEBER</u>	ORIGINATOR	<u>81/10/28</u>
<u>DOT</u>	Referral Note: <u>R^{CH}</u>	<u>81/10/30</u>
	Referral Note:	

- ACTION CODES:**
- A - Appropriate Action
 - C - Comments
 - D - Draft Response
 - F - Fact Sheet
 - I - Info Copy/No Action Necessary
 - R - Direct Reply w/Copy
 - S - For Signature
 - X - Interim Reply
- DISPOSITION CODES:**
- A - Answered
 - B - Non-Special Referral
 - C - Completed
 - S - Suspended

FOR OUTGOING CORRESPONDENCE:
Type of Response = Initials of Signer
Code = "A" /
Completion Date = Date of Outgoing

Comments: _____

Keep this worksheet attached to the original incoming letter.
Send all routing updates to Central Reference (Room 75, OEOP).
Always return completed correspondence record to Central Files.
Refer questions about the correspondence tracking system to Central Reference, ext. 2590.

S-10
Comrad

NOV 12 1981



Mr. Gordon C. Layne
1715 Centinela Ave.
Santa Monica, CA 90404

Dear Mr. Layne:

I am writing in response to your letter to Mrs. Reagan at the request of her personal staff.

Allow me the opportunity to express my admiration for the courage you and your wife have shown in the face of your personal sufferings.

Your concern over the safety consequences of the continuing shift toward small, fuel efficient cars is justified. As lighter cars mix with heavier cars there is a growing trend to more collisions between vehicles of substantially different size and a resulting increased risk of death and injury for small car occupants.

In a crash between a subcompact car and a full-sized model which is severe enough to cause a fatality, the occupants of the small car are 8 times more likely to be killed than the occupants of the large car.

While small cars make up about 40 percent of the cars on the road, small car occupants accounted for a disproportionate 55 percent of the deaths in two vehicle crashes. You are correct in noting that a national planning program is urgently required to stem this tide of suffering.

Few will dispute the fact that our country needs to conserve fuel in every pragmatic way. However, we are convinced that safety need not take a back seat to fuel conservation. This Agency and the automobile industry have now entered into a cooperative effort to produce fuel-efficient cars which are also safer.

The National Highway Traffic Safety Administration (NHTSA) Administrator, Mr. Raymond Peck, has asked for and received assurances from all the major automobile manufacturers, domestic and foreign, that they will employ the latest safety technologies in the design of their new model automobiles. A high priority for the Industry and for NHTSA is to improve side impact protection.

AKW:O/
Chrom

Improvements to the vehicle structure, while important in their own right, are just part of the solution. Ensuring the proper and consistent use of safety belts by the public is perhaps the single most important means by which we can reduce the frequency and extent of motor vehicle injuries on the highway today.

It is a proven fact that safety belts work. Yet, only 11 percent of passenger car occupants in this country now use them. If more people were to buckle up, thousands of needless deaths on our highways could be prevented each year.

To this end, we will shortly embark on the most comprehensive campaign to promote safety belt use ever undertaken in the U.S. This will not be a government program per se, but will instead, heavily involve the private sector to educate millions of Americans on the importance of using their belts. Through campaigns conducted by this Agency with the cooperative efforts of corporations, health associations, civic groups, and schools, for example, we fully expect to reverse the tragic trend of increasing highway fatalities.

Administrator Peck has stated on numerous occasions that "Safety is our top priority at NHTSA." That is, and will always be our mission. Again, let me convey my wishes to you and to your wife. We all hope for her continued recovery.

Sincerely,

/s/ Michael M. Finkelstein

Michael M. Finkelstein
Associate Administrator
for Rulemaking

NHTSA/SCHAFFER/bjh/11-10 disk 3: LAYNE

CONTROL: 8111040008/396476

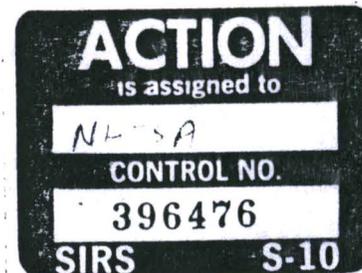
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D/OA-10

THE WHITE HOUSE OFFICE

REFERRAL

OCTOBER 30, 1981



TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:

DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

ID: 045510

MEDIA: LETTER, DATED JULY 24, 1981

TO: MRS. REAGAN

FROM: MR. GORDON C. LAYNE
1715 CENTINELA AVENUE
SANTA MONICA CA 90404

SUBJECT: WRITER WANTS TO KNOW IF THE SAFETY BENEFITS
OF LARGER CARS ARE CONSIDERED ALONG WITH THE
ECONOMY OF SMALLER CARS

PROMPT ACTION IS ESSENTIAL -- IF REQUIRED ACTION HAS NOT BEEN
TAKEN WITHIN 9 WORKING DAYS OF RECEIPT, PLEASE TELEPHONE THE
UNDERSIGNED AT 456-7486.

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE
(OR DRAFT) TO:
AGENCY LIAISON, ROOM 62, THE WHITE HOUSE

BY DIRECTION OF THE PRESIDENT:
SALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE

THE WHITE HOUSE

WASHINGTON

October 28, 1981

Dear Mr. Layne:

Mrs. Reagan has asked me to thank you for your thoughtfulness in writing. I cannot begin to tell you just how touched she was by your willingness to share with her the tragedy that you have experienced.

Mrs. Reagan can certainly understand the hardships you and your wife have lived through these past couple of years. At times such as these, all one can do is trust that this, too, is a part of God's divine plan.

Since the matter of car safety involves the attention of those outside Mrs. Reagan's jurisdiction, I am forwarding your letter to the appropriate officials at the Department of Transportation for a report directly to you.

Again, thank you for your thoughtful letter. Please know that the First Lady sends you her best wishes.

Sincerely,

Sheryl Eberly
Deputy Director of Correspondence
Office of the First Lady

Mr. Gordon C. Layne
1715 Centinela Avenue
Santa Monica, CA 90404

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1715 Centinela Avenue
Santa Monica, CA 90404
July 24, 1981

Mrs. Reagan
White House
Washington, D. C. 20500

045510

Dear Mrs. Reagan:

Of all the televised interviews we have ever seen, certainly your June 2 talk with Barbara Walters was a high point of sensitive expression. You brought light into a situation that few have had to experience personally but millions were able to identify with, since the people of America were connected with you in thought and prayer throughout that ghastly nightmare.

Actually, Sharon and I have experienced such a near-fatal criminal tragedy--and more than four years later we are still living through the aftermath. Your words opened the floodgates and those memories came rushing back in full force once again, mingled with our fresh tears for you. Because of your open sincerity and deep understanding, I feel that I can share this with you now.

As you may recall, my wife, Sharon Hugueny, was a well-known actress starring in theatrical films and television until she decided to concentrate on motherhood twelve years ago. In the fall of 1976, with her son attending school full time, she felt free to return to her profession. Joyce Selznick was casting her in lead roles in a mini-series and a weekly situation comedy.

Then, on April 20, 1977, my wife's car was cut in half by a felon fleeing from the police in a high-speed chase through the residential streets of Santa Monica. Less than two blocks from our home--on her way to see Joyce at CBS Center--she was nearly killed when his Eldorado struck her broadside at 80 to 90 mph.

Following that tremendous rending impact, the police, who were half-a-mile or more behind their quarry, naturally expected to find the occupant of the innocent victim's car beyond medical aid. But amazingly, as in the case of your husband and James Brady, the hand of God intervened.

Sharon has lived--through broken bones, internal bleeding, punctured lung and threatened pneumonia, spinal damage and sciatica, thoracic and abdominal surgery, keloid scarring, and four years of constant pain and functional disorders of all internal organs. Yet remarkably, since she was released to my personal care in a hospital bed with oxygen here at home, she has maintained her indomitable spirit.

For many days in intensive care Sharon experienced the same fearful choking effect from the breathing tube, so she could easily relate to your husband. During those weeks as blood and fluids were being removed from her abdominal cavity and lung through drainage tubes, the doctors allowed me to stay there in intensive care with her, propped up on a chair in the corner of her room or beside the bed holding her hand when she stirred into consciousness. Later, when she could write notes, I was able to translate her bewildered scribbles.

As we listened to your voice, all the unspoken concern behind your words quite effectively transported me back to the corridor outside the operating room where I sat in a wheelchair through that long first night--praying that, if it be His will, Sharon might live to fulfill her potential. I know what she is capable of. All she needs now is a wee bit of a miracle to heal her. Then she will be able to use all that she has learned through this ordeal by channelling it into positive clear communication with others.

My Sharon has the gift of sharing His truth and beauty and love. She did not deserve to be crucified any more than your husband was intended to join the roster of national martyrs. He is needed now--our Aquarian leader for this Aquarian Age of Brotherhood. We are so grateful that his life was spared.

Watching him today on television, he appears not only healthy and fully-recovered but fired with a glow of dedication that has been transmuted from his own boundless determination to stand tall. Perhaps this is the unexpected gift of his close escape, for I have observed a similar strength evolve out of Sharon's accident. Once you have faced that ultimate challenge to survival, the decks are swept clear to allow the new energy of concentrated focus on your true mission to take command. He carries this command with appealing assurance.

But Sharon, in a way, has been crucified not only through her suffering. The criminal who struck her carried no insurance, which means that we have literally been wiped out financially during this continuing recovery period of 51 months so far by medical and therapy expenses. I am still caring for her around the clock since no recuperative facility was within my means: By now the bill for a minimal-care nursing home would be over \$125,000.00, not counting the other expenses that have accrued.

All this time I have had no steady income, only part-time jobs scheduled around Sharon's needs. We have received no aid whatsoever from outside sources--welfare, food stamps or social security. This past year we have had to cut back drastically on her treatments due to lack of funds, and seven months ago the doctor who was treating her on credit refused to continue until I can pay the remainder of his bill.

There are two important and positive reasons I am sharing this with you--sympathy is not one of them. One has a bearing on the national interest in saving gasoline which has been concentrated upon incentives to increase construction and consumer acceptance of smaller, lighter automobiles. The other deals with the difficulties that have prevented us from receiving one cent of aid from Victims of Violent Crimes.

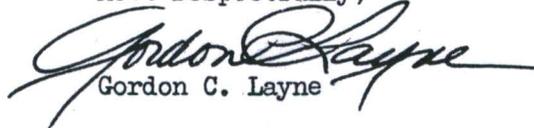
First, from the enclosed xerox copies of the newspaper story and photographs, the extensive damage to Sharon's car is evident. If she had not been driving a Cadillac or some other heavy-frame full-sized automobile, she would never have lived through such a collision that propelled her sideways for more than 100 feet. Can you imagine what the result would have been if she had been driving a compact or foreign car? In the interest of human safety it would seem that more thought should be given to the protection factor, such as impact-absorbing doors as well as bumpers. In the national planning program is it possible to consider the safety benefits of large cars and then balance that against the economy of small cars? Economy should not cost lives.

Secondly, since April 1978 I have written 13 letters to Richard A. Godegast at the California Board of Control, supplying the verification they have requested. In turn, I have asked pertinent questions for clarification, which they have never answered. Even though this is an obvious case that should receive their attention and aid, they have twice denied Sharon's claim completely. After my protests, they have reopened her case, but still not answered a single question. Writing to them has begun to seem fruitless, for it appears that no one ever reads what I write. Perhaps, since you are familiar with this program, you might know someone in a position of major responsibility who could come to our aid before it is too late.

The most moving statement you made to Barbara concerned your husband's realization of divine providence and his recognition of the need to re-dedicate his new life to the highest calling of all. That is exactly the same sense of re-dedication Sharon and I have felt in our lives since her accident.

You and I share not only our birthday but an abiding love of family and home and a guiding concern for the future of mankind. God bless you all. May our White House at last become the Lighthouse of this world.

Most respectfully,


Gordon C. Layne

Encl: News items and photographs



Evening Outlook Photo by Bob Smith

CAREFUL TEAMWORK — Santa Monica police officers and firemen work to extract Sharon Elizabeth Layne from the twisted wreckage of her car which was broadsided by

another car being pursued by police Wednesday. Ms. Layne was rushed to Santa Monica Hospital Medical Center, where she was reported to be in guarded condition today.

Police Catch SM Man After Chase, Crash

By JIM SMART,
Evening Outlook Staff Writer

A Santa Monica man was arrested Wednesday after his car crashed into another car during a high-speed chase through Santa Monica and West Los Angeles streets. The driver of the other car was seriously injured.

Robert George Parr, 30, of 135 17th St., was booked on suspicion of driving under the influence of drugs, reckless driving, resisting arrest and a warrant stemming from an alleged probation violation.

The driver of the other car, Sharon Elizabeth Layne, 33, of 1715 Centinela Blvd., was seriously injured by the crash and taken to Santa Monica Hospital Medical Center where she was reported to be in guarded condition today.

Police said the chase, which reached speeds of between 80 and 90 m.p.h., was touched off when two Santa Monica detectives tried to serve an arrest warrant on Parr at his home about 1:20 p.m.

Police said the detectives approached Parr and saw him seated in a car in the driveway. When the officers approached the vehicle, Parr reportedly locked the doors, rolled up the windows and told them, "You're not taking me."

Police said the man's mother and brother emerged from the home and pleaded with him to get out of the car.

Ignoring their pleas, Parr backed his car into his brother's car, parked behind him in the driveway,

Police Chase

Continued From Page 1

pushing it 18 yards backwards. Parr then drove across a lawn to San Vicente Boulevard and sped off.

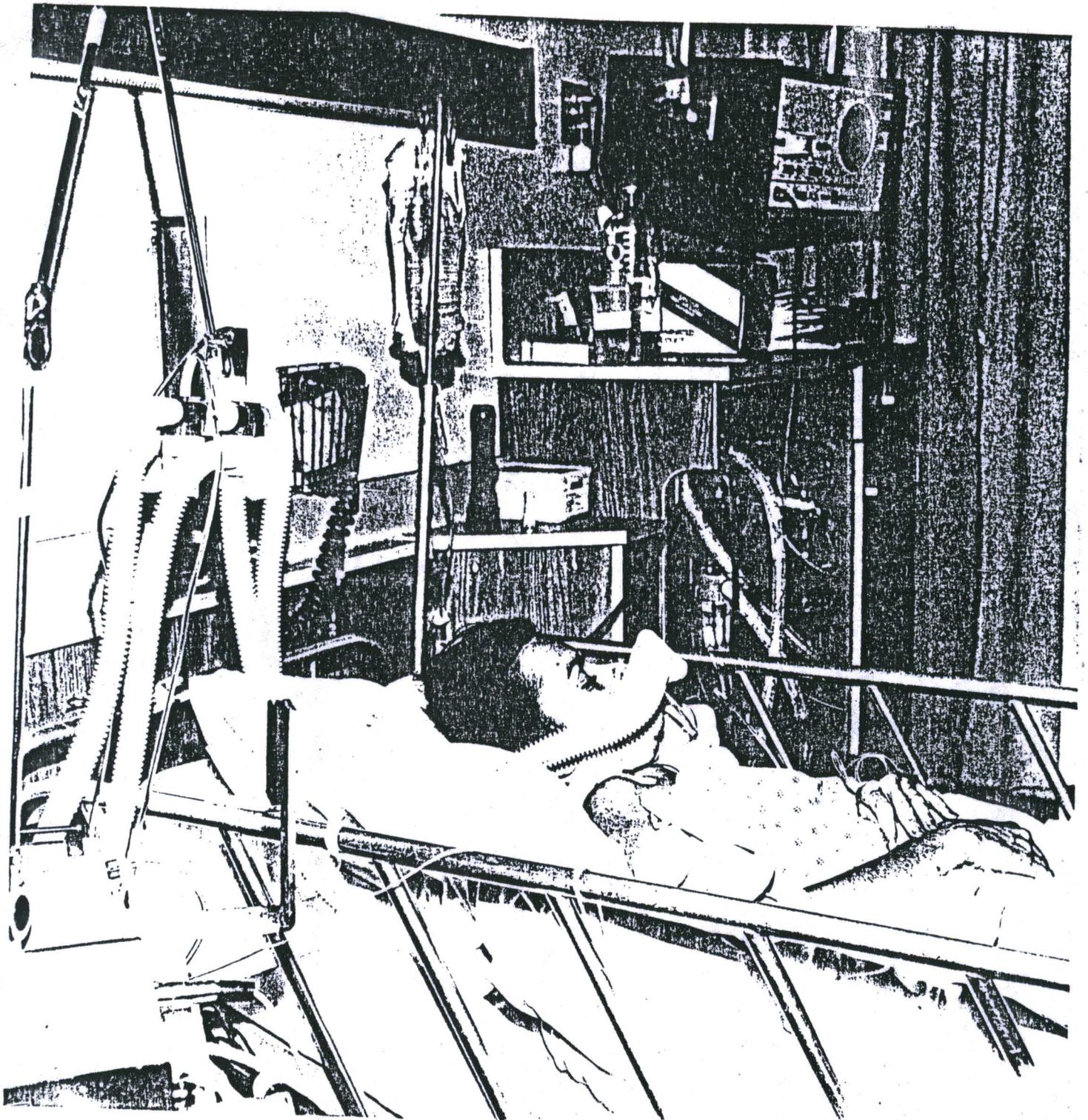
A short time later, an officer in a Santa Monica patrol car spotted him driving in the 2600 block of Broadway and the chase began.

Police reported officers pursued Parr about 10 miles through city streets. During the chase Parr reportedly slammed through some construction barriers on Stanford Street. Shortly thereafter, he reportedly ran a red light while heading east on Colorado Boulevard and collided with Ms. Layne's car, which was going south on Centinela.

Police said Parr tried to get out of his car after the accident, but was trapped inside because both doors were jammed shut. Officers freed the doors and arrested Parr.

He too was taken to Santa Monica Hospital for treatment of a broken breast bone. Parr was later transferred to the jail ward at County-USC Medical Center where he was booked.

Turn To Page 2 Column 2



Despite Fortitude, Reagan Had Fears

by MARLENE CIMONS, Times Staff Writer

WASHINGTON—At one point during the controlled frenzy of prolonging emergency treatment for President Reagan after the assassination attempt Monday, a member of the medical team at George Washington University Hospital aimed: "This is it!" Reagan blanched, clutched at a sheet of paper and scribbled a note to a nearby nurse: "What does he mean—'this is it?'"

The episode, related by a member of the medical team, demonstrates Reagan, in addition to great physical resilience, fortitude and a sense of humor, displayed the fears and uncertainties common to all persons in such circumstances.

What does my future hold for me? he wrote in the recovery room after his surgery. "Will I be able to ride my horses again? Will I be able to brush?"

He was scared," said one person who was present. "You could see it."

The nurse had to hold his hand for a long time. You have to hold someone's hand when he's like that."

The President's apprehension apparently was caused by an endotracheal tube inserted in his throat to facilitate his breathing. The tube was placed there before surgery and was not removed until about 2:30 a.m., more than seven hours after the operation was completed. It was as the tube was about to come

out that the team member sputtered, "This is it!"

Reagan's response to the tube's presence was described as typical.

"When you have a breathing tube down your throat, it feels like someone is choking you—so sometimes you fight it," one member of the medical team said. "He wasn't combative, but he had to be sedated. He would buck. You could see him straining, trying to get air in. You don't realize that you're getting the optimal amount of air. Your senses are telling you something else. You have to stand there and hold someone's hand. You have to tell him: 'Don't be scared. There's no reason to be scared.' He needed the same amount of reassurance as the next person."

According to someone who heard the conversation, the President later said to a nurse: "You'll never know how frightening it is not to be
Please see REAGAN, Page 9

The Weather

National Weather Service forecast: Fair today and Saturday with highs today 62 to 66 and Saturday 66 to 74. High Thursday, 62; low, 54. High April 2 last year, 68; low, 52. Record high April 2, 90 in 1960; record low, 39 in 1906.

Complete weather details and smog forecast in Part II, Page 2.

by GEORGE SKELTON and DON IRWIN, Times Staff Writer

WASHINGTON—The doctor in charge of patient care at the hospital where President Reagan is being treated Thursday firmly rejected contentions that the President's life may have been in danger shortly after he was shot in the chest Monday.

At no point was he even remotely close to extremis (near death)," Dr. Dennis O'Leary of George Washington University Hospital said.

In a detailed 40-minute briefing Thursday, O'Leary disclosed new details of the treatment and condition of the President after he had been shot with a .22-caliber bullet in an assassination attempt.

O'Leary's statements contradicted those of a surgical team member who had treated the President Monday and of a medic who had helped carry him into the emergency room. Both have said that the President was in graver danger than initially reported by O'Leary and the White House.

Reagan's doctors, meantime, reported that he was making "satisfactory" progress and remained "in good condition."

He was still "experiencing some pain, as anticipated," the physicians' medical bulletin said. O'Leary said in his briefing that Reagan "covered 50

But the President still had two tubes protruding from his chest while in bed—one to remove air from the space between his wounded lung and his chest wall and the other to drain fluid from the same area.

Meanwhile, White House Press Secretary James S. Brady, shot in the head during the assassination attempt, remained in critical condition. Doctors said he was making "steady progress" but that it would be six to 12 months before the seriousness of his brain damage is known.

The primary purpose behind O'Leary's medical briefing at the White House was to quash reports that Reagan may have been near death despite what officially had been announced.

An intern who was in the emergency room, Dr. William O'Neill, has said that Reagan was in a "life-threatening situation." A paramedic, Roberto Hernandez, has said he helped carry Reagan into the hospital after the President's "eyes rolled upward, his head went back, his knees buckled and he started to collapse."

O'Leary said Reagan "indeed went down on one knee" as he was walking into the emergency room but "at no time did he lose consciousness." The doctor, saying he had "very carefully" reviewed

Continued from First Page

able to breathe—to feel you're not getting any air in."

Before the tube was taken out, he apparently wrote a series of notes expressing bewilderment over his circumstances.

"Where am I?" he wrote.

"You're in the recovery room," he was told.

"How long have I been here? How long will I have to stay here?"

One person in the room said the President was not even aware that he had undergone surgery until he was told.

"One of the nurses told him what

day and time it was and she said, 'I know, I know—you think you have a million things to do,' and he shook his head 'yes,'" one member of the medical team said. "She said: 'I don't think you need to worry about that now.'

"Then she laughed and started teasing him a little, saying things like, 'You're supposed to be home for dinner, right? Your wife's back there cooking dinner for you and you want to get home, right?'"

The President laughed—as best he could with a tube in his throat—and reached again for the pad.

"Actually," he wrote, "I'm not really very hungry."

Reagan Wealth Precludes Grant as a Crime Victim

By ROBERT FAIRBANKS, Times Staff Writer

SACRAMENTO—If President Reagan were not so wealthy, there is a chance he might be eligible for a grant from his home state as a victim of a violent crime.

Under California law, violent crime victims may collect up to \$23,000 for hospital expenses, lost wages and rehabilitation costs. However, victims must also show that they would suffer financial hardship without the funds. Reagan, a millionaire, would have a difficult time.

Richard Godegast of the crime victim program said the fact that the shooting occurred in Washington would not affect the President's eligibility.

"We cover only California residents, but we follow our residents everywhere in the world," he said.

Coincidentally, state Atty. Gen. George Deukmejian began distributing a handbook for crime victims this week that carries a message from Reagan on an opening page. It says, "For most of the past 30 years,

the administration of criminal justice has been unreasonably tilted in favor of the criminals and against their innocent victims. . . .

"We hope that things are now beginning to change for the better."

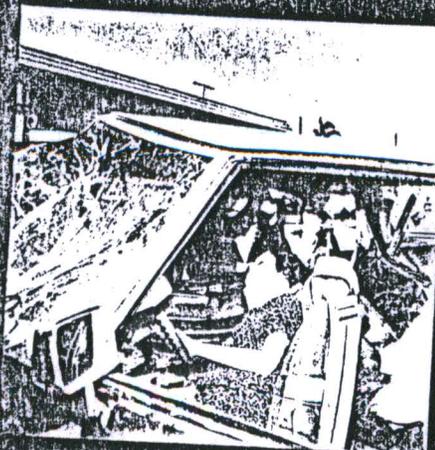
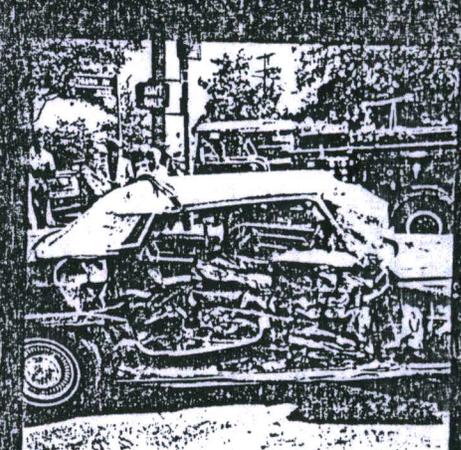
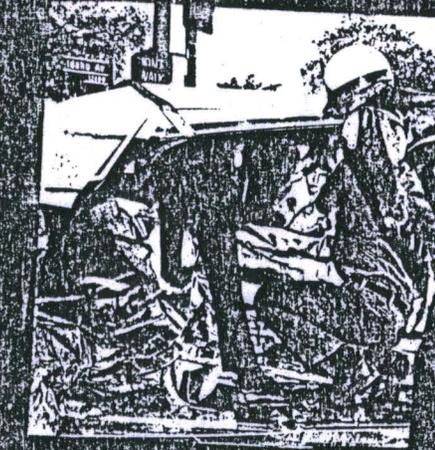
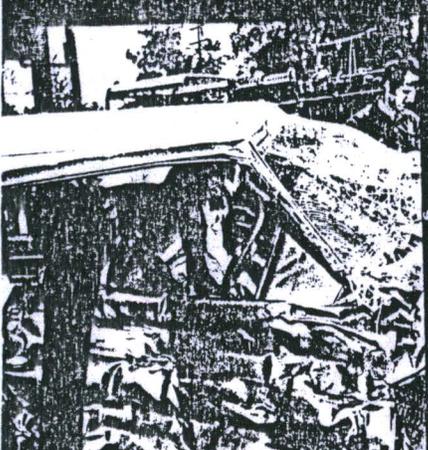
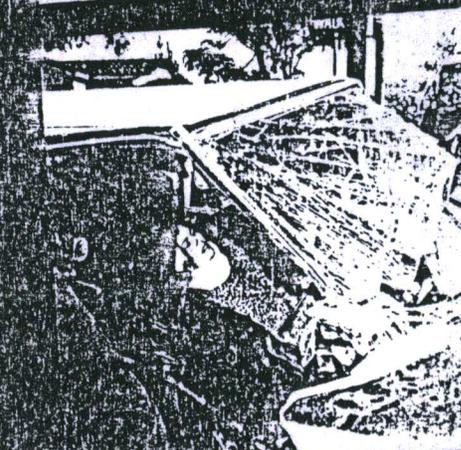
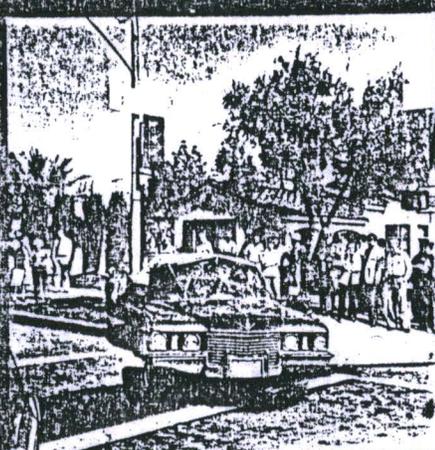
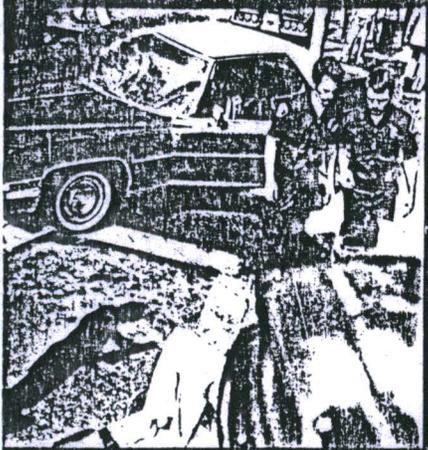
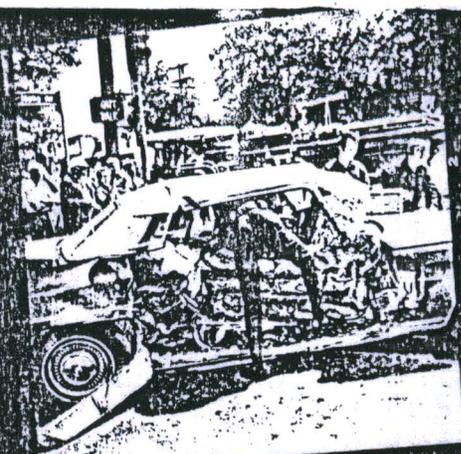
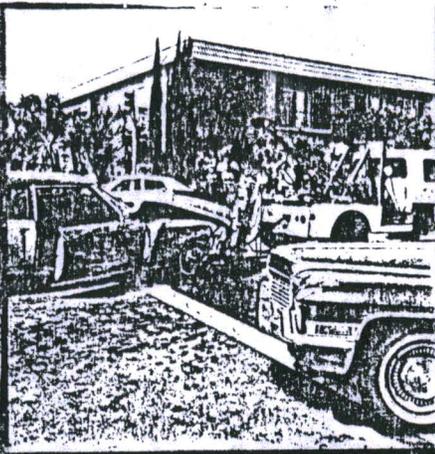
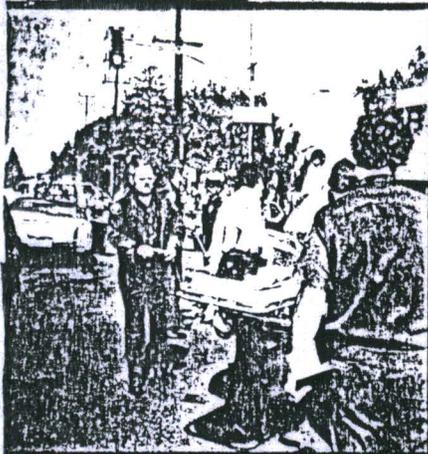
After describing information in the handbook, the President closed

"We must also continue through other means, in both the public and the private sector, to improve society's ability to protect itself and to help all victims—actual and potential."

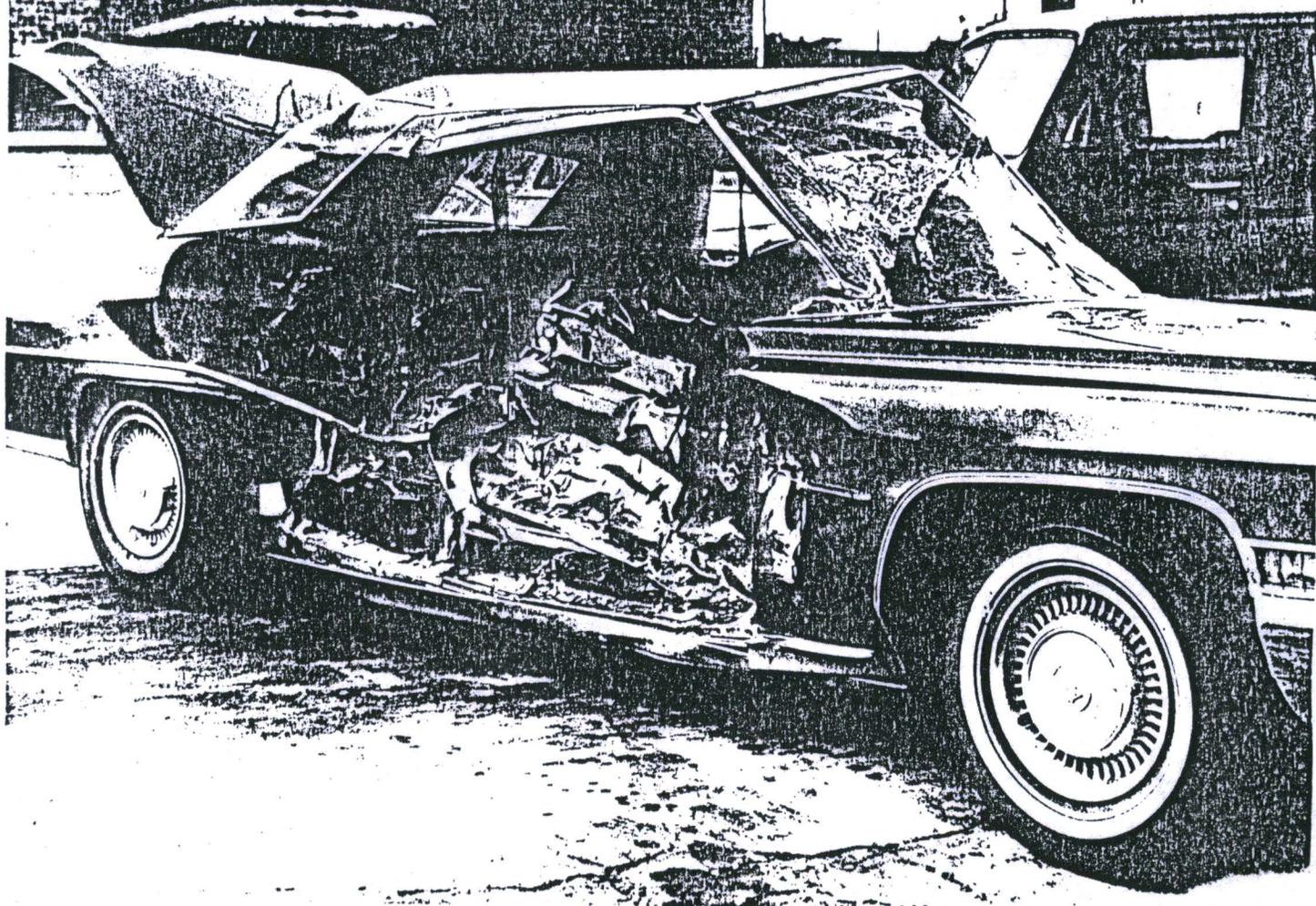
The crime victim program, enacted in 1965, recently ran out of money, spurring some criticism of Gov. Edmund G. Brown Jr. Victims whose claims were approved last month and thereafter will have to wait until July or August (and a new state budget) for their money.

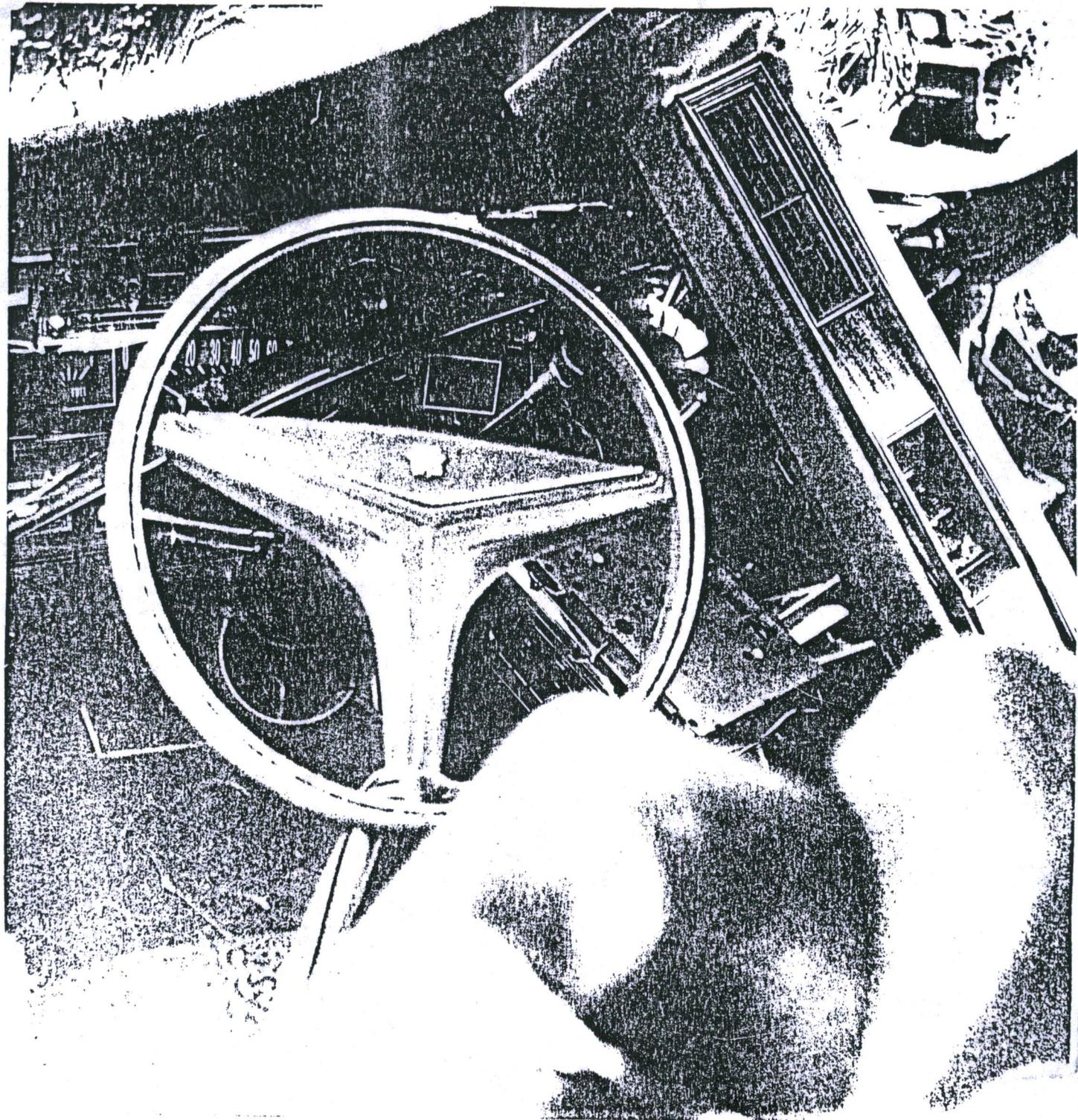
Concerning Reagan, Godegast said that victims with less than \$30,000 in liquid assets are automatically eligible for assistance.

Benefits cover expenses that are not reimbursed from other sources.



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Statewide Officials' Salary Increases OK'd

Brown Won't Share in Hikes, Ranging to \$7,500; Cost-of-Living Boost Killed

BY JERRY GILLAM
Times Staff Writer

SACRAMENTO—Gov. Brown Wednesday signed into law a bill giving other statewide elected officials salary increases of as much as \$7,500 annually—but no pay raise for himself.

At the same time, however, the governor deleted a section of the measure that would have given the others cost-of-living hikes up to 5% yearly, saying "it is not needed."

In a flurry of other bill-signing action, he also approved measures ranging from returning power over the state highway budget to the Legislature to making new birth certificates available to persons who have sex-change surgery.

A bachelor, Brown's present salary is \$49,100, which he says is sufficient for his needs.

The Democratic governor, who is expected to seek reelection next year, previously threatened to veto the salary legislation, authored by Sen. Albert S. Rodda (D-Sacramento), if the raises were "too high" or included him.

The new law would boost from \$35,000 to \$42,500 the salaries of the lieutenant governor, treasurer, secretary of state, controller and superintendent of public instruction, effective Jan. 1, 1979, after next year's general election.

The attorney general's pay would jump from \$42,500 to \$47,500 annually.

In addition, the salaries of the members of the state Board of Equalization would go from \$33,966 to \$38,000 with the chairman getting a raise from \$35,669 to \$38,500, effective Jan. 1, 1978.

It will be the first pay hike for elected state officials in 10 years.

Struck from the Rodda bill was a section that would have provided annual cost-of-living increases, based upon the consumer price index, up to a maximum of 5% for three years, ending Dec. 31, 1982.

Brown previously signed into law another measure giving a 10% pay raise to state legislators, increasing their salaries from \$23,232 to \$25,555 annually, effective Dec. 4, 1978.

Child Killed in Police Pursuit—2nd in 4 Days

BY JOHN KENDALL
Times Staff Writer

Eight-year-old Joe Mena was killed Tuesday night outside a San Fernando Valley market, the second child to die within four days in police pursuits of fleeing motorists.

Hajah Faraidy, 12-year-old daughter of a member of Saudi Arabia's diplomatic mission in Washington, was fatally injured Saturday in a three-car crash on the Santa Monica Freeway.

Police began pursuit in both cases after seeing drivers violate traffic laws, speeding in one instance, an unsafe lane change in the other.

The Mena youngster was waiting for his mother, Erolinda Carranza of North Hollywood, at Laurel Canyon and Van Nuys Blvds. when a speeding, out-of-control car struck him shortly before 10 p.m.

Police said the chase started at Branford St. and Laurel Canyon Blvd. when officers saw a car traveling north on Laurel Canyon Blvd. at about 90 m.p.h.

About a mile into the chase, the fleeing car hit a bump, careened across the market's parking lot, slammed into a parked car, then struck the boy.

Editor: You recently published a photograph of a seriously injured woman who was the innocent victim of a police chase.

This is a subject that has concerned me for many years. Police must have a difficult decision to make when a suspect attempts escape by driving 80-90 miles per hour through residential streets and business intersections.

I don't know the answer, but isn't there some other way of pursuit, such as a helicopter or alerted units in the path of this deadly race?

The news usually prints these dramatic stories, and I've noticed that most suspects do eventually lose control of their automobiles but they suffer only minor injuries.

The people caught in between, including police patrol cars, always seem to get the worst of it and in many cases, death.

Our particular street is a residential street but also a straight through road. Across from us is an elementary school. There is a signal, but no crossing guard. Two or three times a year a police chase comes through during school hours. My heart stops. At one time, the suspect and four patrol cars missed the kindergarten children within minutes. A suspect pays no attention to crossing zones or red lights.

Perhaps there is no solution.

Dolores Montgomery,
Mar Vista.

The driver, David Ramirez, 21, of Baldwin Park, was booked on a felony manslaughter charge.

A passenger in Ramirez' car, Richard Cardenas, 24, of Pacoima was booked on a drunk charge.

In Saturday's incident, police saw a motorist make an unsafe lane change near Washington Blvd. and Harcourt Ave., chased the car on surface streets, then onto the Santa Monica Freeway.

The car sped east at up to 90 m.p.h. in the emergency lane, then veered into the adjoining lane near Crenshaw Blvd., ramming the car carrying the Faraidy girl.

The California Highway Patrol, which investigated the accident, said both cars crossed the freeway and struck a third automobile in the slow lane.

The girl died in an ambulance on the way to West Adams Community Hospital. Her father, Capt. Abduiaziz Faraidy, her mother and grandmother suffered minor injuries.

The driver of the car being pursued was identified as Patrick Carrillo, 23, of Los Angeles. He was reported to be on a life-support system Wednesday at Los Angeles New Hospital.

Police said Carrillo may face manslaughter charges if he recovers from critical head injuries.



ID # 047581

5A002

WHITE HOUSE CORRESPONDENCE TRACKING WORKSHEET

- O - OUTGOING
- H - INTERNAL
- I - INCOMING

Date Correspondence Received (YY/MM/DD) 8/11/10/08

Name of Correspondent: Deanna Calden

MI Mail Report User Codes: (A) _____ (B) _____ (C) _____

Subject: Writer is concerned about "drunk drivers".

ROUTE TO:

ACTION

DISPOSITION

Office/Agency (Staff Name)	Action Code	Tracking Date YY/MM/DD	Type of Response	Completion Date YY/MM/DD
<u>Co Thom</u>	ORIGINATOR	<u>8/11/13</u>		<u>C 8/21/08</u>
<u>DOT</u>	Referral Note: <u>D</u>	<u>8/11/16</u>		<u>C 8/20/09</u>
<u>Co And I</u>	Referral Note: <u>A</u>	<u>8/21/08</u>	<u>AH</u>	<u>A 8/21/08</u>
	Referral Note: <u>please type for AVH</u>			

ACTION CODES:

- A - Appropriate Action
- C - Comment/Recommendation
- D - Draft Response
- F - Furnish Fact Sheet to be used as Enclosure
- I - Info Copy Only/No Action Necessary
- R - Direct Reply w/Copy
- S - For Signature
- X - Interim Reply

DISPOSITION CODES:

- A - Answered
- B - Non-Special Referral
- C - Completed
- S - Suspended

FOR OUTGOING CORRESPONDENCE:

- Type of Response = Initials of Signer
- Code = "A"
- Completion Date = Date of Outgoing

Comments: _____

Keep this worksheet attached to the original incoming letter.
 Send all routing updates to Central Reference (Room 75, OEOB).
 Always return completed correspondence record to Central Files.
 Refer questions about the correspondence tracking system to Central Reference, ext. 2590.

RECORDS MANAGEMENT ONLY

CLASSIFICATION SECTION

No. of Additional Correspondents: _____ Media: L Individual Codes: 4000 _____

Prime Subject Code: SA 002 Secondary Subject Codes: TN 001 _____
CM 016 _____
HE 001-01 _____

PRESIDENTIAL REPLY

Code	Date	Comment	Form
C	_____	Time: _____	P- _____
DSP	_____	Time: _____	Media: _____

SIGNATURE CODES:

- CPn - Presidential Correspondence
 - n - 0 - Unknown
 - n - 1 - Ronald Wilson Reagan
 - n - 2 - Ronald Reagan
 - n - 3 - Ron
 - n - 4 - Dutch
 - n - 5 - Ron Reagan
 - n - 6 - Ronald
 - n - 7 - Ronnie
- CLn - First Lady's Correspondence
 - n - 1 - Nancy Reagan
 - n - 2 - Nancy
 - n - 3 - Mrs. Ronald Reagan
- CBn - Presidential & First Lady's Correspondence
 - n - 1 - Ronald Reagan - Nancy Reagan
 - n - 2 - Ron - Nancy

MEDIA CODES:

- B - Box/package
- C - Copy
- D - Official document
- G - Message
- H - Handcarried
- L - Letter
- M - Mailgram
- O - Memo
- P - Photo
- R - Report
- S - Sealed
- T - Telegram
- V - Telephone
- X - Miscellaneous
- Y - Study

February 4, 1982

Dear Deanna:

On behalf of President Reagan, I would like to thank you for your letter regarding the need for attention to this nation's drinking driver problem. I agree with you that drunk driving has been, and tragically continues to be, one of our most critical public health and safety problems.

Recently, many citizens have urged that the President appoint a blue-ribbon commission and that he encourage States in the establishment of local task forces to deal with this problem.

A group of experts and concerned citizens, appointed by the President, to heighten awareness of the drinking driver problem would be most beneficial. Such a group could consult with Governors, State legislators, law enforcement officials, judges and prosecutors, citizen groups, the media, and others to identify local problems and encourage grass roots action to resolve them. The decision regarding the establishment of such a commission should be announced shortly. In the meantime, let me assure you that we believe strongly that tangible solutions to the drinking driver problem do exist.

This year the Department of Transportation is urging officials across the nation to use more of the highway safety funds to attack the drunk driver problem with emphasis on development of locally funded and controlled alcohol safety programs. Cities and counties are urged to adopt coordinated programs that will establish fines for Driving While Intoxicated (DWI) offenders and use that money to pay for expanded drunk driver programs, improve techniques used by police officers to identify and arrest drunk drivers, streamline court procedures to handle increased caseload, strengthen State and local laws, and increase newspaper, radio, and television coverage of enforcement activities so the public will understand that if they combine drinking and driving they will be caught and punished.

The Department of Transportation is ready and willing to help States identify specific problems in their current drunk driving laws and practices and find workable solutions.

We believe that the solution to the drunk driving problem can and must be found at the local level. The police, prosecutors, and judges who are responsible for dealing with the problem must be motivated and assisted to do so. As we have seen in more and more States, citizens can organize and convince local and State officials to make solving the drunk driving problem a high priority. We are very encouraged by the success that States like California, Maryland, and New York are having to arrest, prosecute and treat drunk drivers and get them off the streets.

We urge you to talk to your local and State officials in support of stricter adjudication of DWI cases including imposition of driver license suspension sanctions. Too many times, people who are arrested on drunk driving charges go to court and successfully plead guilty to a lesser offense so that they do not have a drunk driving conviction on their record. Consequently, many multiple DWI offenders go undetected and most never have their drivers license suspended or taken away. Such license sanctions have been shown to be the most effective sanctions to date in reducing future accident or DWI involvement.

You may be interested in knowing that there is a national voluntary organization called "Mothers Against Drunk Drivers" (MADD) whose objectives are to create awareness of how the courts handle DWIs at the local level. I suggest you write Ms. Candy Lightner, President of MADD, 5330 Primrose Street, Suite 146, Fair Oaks, California 95628, for specific information on MADD's program and how you may be able to help.

Finally, you might wish to contact your Governor's Highway Safety Representative: John B. McDuffee, Coordinator, New Hampshire Highway Safety Agency, Pine Inn Plaza, 117 Manchester Street, Concord, New Hampshire 03301, who manages your State's highway safety program to express your feelings and inquire about programs in your area.

With the President's best wishes,

Sincerely,

Anne Higgins
Special Assistant to the President
and Director of Correspondence

Miss Deanna Calden
R.F.D. 1, Goodhue Road
Derry, NH 03038

AVH:DOT:SK:rks--



**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

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

JAN 29 1982

MEMORANDUM TO: Ms. Sally Kelley
Director, Agency Liaison
White House Correspondence Office

SUBJECT: Correspondence from Deanna Calden

In response to your referral of November 17, 1981, I am sending you a suggested reply to a letter from Ms. Deanna Calden who is concerned about "drunk drivers."

A handwritten signature in cursive script, appearing to read "Katherine M. Anderson".

Katherine M. Anderson
Director, Executive Secretariat

Enclosure

SUGGESTED REPLY

DEANNA
Dear ~~Ms. Galden:~~
on behalf of Pres. Reagan I would like to thank you
for your letter ~~The President has asked me to thank you for your recent letter~~ *regarding*
the need for attention to this nation's drinking driver problem. I agree
with you that drunk driving has been, and tragically continues to be, one
of our most critical public health and safety problems.

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Commission and that he encourage States in the establishment of local task
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one
P*
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With the President's best wishes,
Sincerely,

Anne Higgins
~~White House Correspondence~~

Ms. Deanna Calden
R.F.D. 1, Goodhue Road
Derry, NH 03038

RFD #1 Goodhue Rd.

Derry, N.H. 03038

Oct. 8, 1981

President Ronald Reagan

White House

Washington, D.C. 20026

Dear Mr. President

I am truly sorry I must write you an unpleasant letter again. My concern this time is drunk drivers or should I say fools?

I am sure the lives of many people are badly affected from alcohol. Families have lost members, spouses, relatives and friends all because of one last drink. In the long run everyone loses.

I am fourteen years old and understand that in some foreign countries a citizen wouldn't dare drive home intoxicated - it could mean life imprisonment. Instead they are sensible, hire a taxi, etc.

I just cannot see why stricter rules and penalties don't apply to people driving under the influence. Are we playing some cruel game to keep our population down?

I will eagerly await your response in the mail.
As an American, I am ashamed of
this crime being committed. Losing one
of my friends in an accident where a drunk
driver was the blame is one too many in
a lifetime, don't you agree?

I sincerely ask you not to give me
some fancy arithmetic or small excuse
upon answering this letter. Please think about
what you've just read. There are too many lives
at stake to be letting drunk drivers commit
murder.

Very truly yours,

Deanna Calder

10, 8, 81

047581

To whom it may concern:

It is very discouraging to write letter after letter to your President and get no response - you feel as if he doesn't care - The following letter has been sent twice and hopefully will arrive at the white house and be answered.

I am sending this letter to you because you support and respect President Reagan as I do. Please see that this (the following) letter reaches his office or the Congress.

Very truly yours,
Deanna Calden

THE WHITE HOUSE OFFICE

REFERRAL

NOVEMBER 17, 1981

TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:
DRAFT REPLY FOR SIGNATURE OF ANNE HIGGINS

DESCRIPTION OF INCOMING:

ID: 047581

MEDIA: LETTER, DATED OCTOBER 8, 1981

TO: PRESIDENT REAGAN

FROM: MS. DEANNA CALDEN
R.F.D. 1, GOODHUE ROAD
DERRY NH 03038

SUBJECT: WRITER IS CONCERNED ABOUT "DRUNK DRIVERS"

PROMPT ACTION IS ESSENTIAL -- IF REQUIRED ACTION HAS NOT BEEN
TAKEN WITHIN 9 WORKING DAYS OF RECEIPT, PLEASE TELEPHONE THE
UNDERSIGNED AT 456-7486.

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE
(OR DRAFT) TO:
AGENCY LIAISON, ROOM 62, THE WHITE HOUSE

BY DIRECTION OF THE PRESIDENT:
SALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE



EXHIBIT RECEIVED

NOV 18 10:58

EXHIBIT RECEIVED

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BPH

THE WHITE HOUSE
WASHINGTON

WS

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MC
FG006-01
FG024

November 17, 1981

MEMORANDUM FOR: EDWIN MEESE III
JAMES A. BAKER III
MARTIN ANDERSON
RICHARD G. DARMAN
ELIZABETH DOLE
FRED F. FIELDING
MAX L. FRIEDERSDORF
DAVID R. GERGEN
EDWIN L. HARPER
JAMES E. JENKINS
LYN NOFZIGER
RICHARD WILLIAMSON
LARRY SPEAKES
MICHAEL BAROODY
RICHARD BEAL

FROM: CRAIG L. FULLER *CF*

SUBJECT: DOT BRIEFING ON SEAT BELT/SAFETY PROGRAM

Secretary Drew Lewis requested an opportunity to brief members of the senior staff on a seat belt safety campaign that could conceivably involve the President.

We have scheduled the briefing at 2:00 p.m. on Friday, November 20 in the Roosevelt Room. If you can join us, please contact Karen Hart (Ext. 2823).

1851

