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WITHDRAWAL SHEET

Ronald Reagan Library

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
1. letter (271782)	from Gary A. Condit to the President; re a request for assistance for a constituent (2 pp.)	1/2/85	B3 B3 MSR 1/16/01
COLLECTION: WHORM: Subject File			kdb
FILE LOCATION: SA 002 Highway Safety Traffic (262000-289999)			10/21/91

RESTRICTION CODES

- | | |
|--|---|
| <ul style="list-style-type: none"> A. National security classified information. B. Presidential Records Act <ul style="list-style-type: none"> B1. Release would violate a Federal statute. B2. Release would disclose trade secrets or confidential commercial or financial information. B3. Release would constitute a clearly unwarranted invasion of personal privacy. B4. Relating to appointment to Federal office. B5. Release would disclose confidential advice between the President and his advisors, or between such advisors. | <ul style="list-style-type: none"> B6. Release could disclose internal personnel rules and practices of an agency. B7. Release would disclose information compiled for law enforcement purposes. B8. Release would disclose information concerning the regulation of financial institutions. B9. Release would disclose geological or geophysical information concerning wells. C. Closed in accordance with restrictions contained in donor's deed of gift. |
|--|---|

af

ID # 263325

WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET

SA002

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

Date Correspondence Received (YY/MM/DD) 84 10 12

Name of Correspondent: Mr. Mrs. Miss Linda Mitchell

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

Subject: Requests help to publicize her story about her daughter & the seat belt issue.

ROUTE TO:

ACTION

DISPOSITION

Office/Agency	(Staff Name)	Action Code	Tracking Date YY/MM/DD	Type of Response	Code	Completion Date YY/MM/DD
	CoHyde	ORIGINATOR	84 10 12		C	84 10 12
99 DOT		R	84 10 28		A	84 10 17
			1 1			1 1
			1 1			1 1
			1 1			1 1

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.

Ms. Linda Mitchell
3696 S. Granby Way
Aurora, CO 80014

OCT 17 1984

Dear Ms. Mitchell:

This is in response to your recent letter to President and Mrs. Reagan about your daughter Kristi's automobile accident. I have been asked to respond because I administer the occupant protection program in the U.S. Department of Transportation.

Your story does "touch the heart of anyone who reads it." It is through personal experiences such as yours that the safety belt message gets across and impacts other people's behavior. Because films are so very expensive to produce, I would like to suggest that you tell your story through public speaking presentations before civic, community, educational, and medical groups. There are many organizations involved in our national safety belt outreach program that might welcome such a presentation at a meeting in your area. The organizations that are involved in our program are described in the enclosed report on page 18.

I have taken the liberty of forwarding a copy of your letter, the article about Kristi, and a copy of this response to our Regional Office in Denver (c/o Donald Williamson, Regional Administrator, (303) 234-3253) and to the Colorado Governor's Representative for Highway Safety (c/o Larry Karsten, Division of Highway Safety, (303) 757-9381).

Thank you for sending in your story and for offering to help in spreading your life-saving message.

Sincerely,

Howard M. Smolkin

HS
Diane K. Steed

Enclosure

cc: Regional Administrator
Governor's Representative



T H E W H I T E H O U S E O F F I C E

REFERRAL

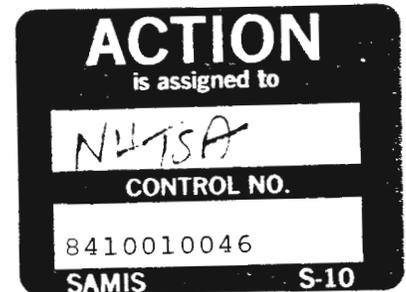
SEPTEMBER 28, 1984

TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:
DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

ID: 263325
MEDIA: LETTER, DATED SEPTEMBER 21, 1984
TO: MRS. REAGAN
FROM: MRS. LINDA MITCHELL
3696 SOUTH GRANBY WAY
AURORA CO 80014



SUBJECT: REQUESTS HELP TO PUBLICIZE HER STORY ABOUT
HER DAUGHTER AND THE SEAT BELT ISSUE

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 91, THE WHITE HOUSE

SALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE

1-100-1001
SI 7 10 1-100 1001
1-100-1001

31

263325

S. Kelley
(DOT)

The Honorable Ronald Reagan
President Of The United States
And Mrs. Ronald Reagan
1600 Pennsylvanis Avenue
Washington, D. C. 20500

September 21, 1984

Dear President Reagan and Mrs. Reagan,

I am writing to you with the hope that you can help me. Enclosed you will find my story " Two Roses For Kristi " ; the story of my daughter and her automobile accident. I have become deeply involved in the seat belt issue.

My goal is to reach as many people as possible; I believe that my daughters story will touch the heart of anyone who reads it.

I am not a professional writer, I just wrote down with the help of my twin sister, what happened to my child.

I want to make a movie of Kristi's story. What better way to reach the greatest amount of people. I was lucky, Kristi's story has a happy ending. Would you help me? Can you tell me who I might send her story to?

Please, if you will, read " Two Roses For Kristi ".

Thank you in advance for your consideration in this matter.

Very Sincerely,

Linda Mitchell

Linda Mitchell
3696 S. Granby Way
Aurora, Colorado 80014
303 699-8457

rocky mountain



motorist

THE MAGAZINE FOR COLORADO MOTORISTS AND TRAVELERS

59th Year • ISSUE 8 • AUGUST 1984

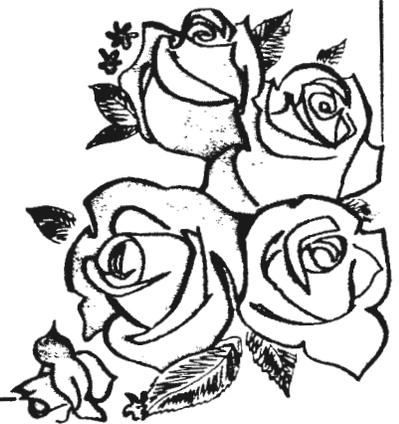
page 17

"Two Roses
For Kristi"

8410010046

THE NEW LOOK
OF WORLD TRAVEL

Two Roses For Kristi



Editor's Note: According to the National Highway Traffic Safety Administration (NHTSA), more than 70,000 children under five are reported as injured in car incidents while riding as passengers. Most of these injuries occur from direct crashes and often result in disfigurement, paralysis, post-traumatic epilepsy and much more. Using safety seats and belts in these cases can reduce the chance for injury by 90%.

On Oct. 7, 1977, Linda Mitchell's life became a nightmare when a car crossed the center line and hit husband Doug's car head on. No one sustained major injuries except four-year-old Kristi, who was critical. The following is her story.

by Linda Mitchell and Cathy Stephens

Melissa was crying for me, but I could not move to comfort her. My husband Doug and our twin daughters Kristi and Melissa had been in a car accident — a head-on collision. I felt everyone's eyes on me as the doctor explained Kristi's injuries. Dear God, this had to be a nightmare! My little girl was in critical condition. She had internal injuries, her right arm was badly broken, her jaw possibly fractured, and she had sustained severe head injuries. Doug had resuscitated her at the scene of the accident, but she was unconscious when they reached the hospital. We were told that if Kristi were to stop breathing again, it would be due to the brain injury. If we chose to resuscitate her, she would be a vegetable. We felt that the answer was in God's hands.

I tried to pull myself together for Doug, but nothing could have prepared me for the sight of my daughter in Intensive Care. The moment I looked at her — swollen and discolored — my knees gave way and I fell to the floor. I wanted to hold and comfort her with words but I didn't know if she heard me. I sat with her . . . I watched . . . and I waited for her to die.

One thought ran through my mind over and over. Would I be sitting here if I had made my girls wear seatbelts? I never imagined this could happen to me. I had been careless with their lives, and I was paying the price. It was a miracle that Melissa hadn't been hurt. Was it too late for Kristi now?

Doug was in a daze, wanting desperately to help. The accident was not his fault, but he blamed himself each time he looked at Kristi. It was after midnight when he asked someone to open the flower case for him. He chose a single pink rose and placed it by her side. I

thought back to another time he had given her a pink rose . . . the day she was born. The twins were premature, and we wondered if Kristi would survive. She grew healthy and strong. Would the rose bring us good luck once more? I went to the chapel to find comfort.

Every family visitor was determined to get through to Kristi somehow. Cartoons on television produced no response. My sister, Cathy, read stories but no one heard them. We were all staring at Kristi, who remained lifeless. One doctor felt Melissa might reach her sister. Once Melissa overcame her shock at seeing Kristi, she tried but failed also. In despair, I told one nurse I felt I would have to prepare Melissa for a lifetime without Kristi. The nurse agreed, which made me feel both angry and deeply afraid.

Physical therapists were called in. They placed plaster cones in Kristi's hands to prevent her from clenching her fists. Casts were put on her legs to stop the breakdown of the muscles. It took two men to force the legs back into a normal position. Deep down, I believed their efforts were in vain. I have never known such despair!

The rose Doug had given Kristi was wilting, and I was afraid that if it died, any hope he had would die with it. I explained my fears to Cathy and she bought a large bouquet of pink roses. We replaced that single rose many times . . . Doug never knew what we had done.

The days seemed like weeks at the hospital. It was too painful to leave for very long. The mental picture of our daughter lying in her bed brought us quickly back to the hospital. Again and again, I went to the chapel for comfort and prayed for a "sign" that she would live.

One evening my answer came. Cathy

was reading to the girls as she had each evening. This time we saw a difference. For the first time, Kristi seemed to be looking at the book. A close family friend was with us. As he was leaving my mother said, "Kristi . . . wave goodbye." Her fingers moved slightly, but she had waved to him. At last there was hope, and the tears we shared were happy ones.

The neurologist ordered a cat scan, a series of x-rays of the brain, but the results were inconclusive. There was too much swelling to indicate what part of the brain had been damaged.

Nothing more could be done in Intensive Care so she was moved to Pediatrics. "Would she always be this way," I wondered, "motionless, staring into space?"

Getting food in her was the next hurdle. I fed her baby food and managed to give her 900 calories that day. It was a beginning.

Melissa had shown little emotion, and we knew she needed us at home. She wouldn't sleep in her room without her sister, so I held her throughout the nights.

The following days at the hospital were spent caring for and feeding Kristi. It took most of each day to give her the calories she needed. Another cat scan had to be scheduled. While we waited for the test to be completed, Doug and I took Melissa to the gift shop. We bought the girls hand puppets. Melissa chose a puppy for her sister . . . she named it "Toto."

Each night Doug would perform with the puppets. Kristi's eyes seemed to follow his movements, but we couldn't be sure. Moving Kristi was important, and we took her for rides up and down the halls in a little red wagon. In a back room in Pediatrics, Doug found a life-sized

Continued on page 25

Kristi Mitchell (left) and twin sister Melissa (right), shown seven years after the head-on collision that deeply affected the whole family.

Roses for Kristi

Continued from page 17

Raggedy Ann doll. When he showed it to Kristi, she smiled. How I had longed for the sight of her beautiful smile.

We soon learned that Kristi's mood would quickly change if we did not keep her occupied. One moment she would laugh, the next she would scream!

Seventeen days passed, and Kristi remained in a semi-conscious state. Alone with Kristi one evening, I asked her what she would like to be for Halloween. Her trembling voice whispered "a witch." My thoughts were racing as I asked her another question, one I knew she would be able to answer. "Kristi, what is it that we put in our living room at Christmas time?" "A tree," she said. "What is it that we put under the tree, Kristi?" "A stocking," she said. She shook her head and, for the first time, *really* looked at me and said, "Mommy, where is my puppet, Toto?" As I screamed for the nurses, I turned to see Doug and Melissa standing in the doorway. They were speechless. I slept peacefully that night for the first time in weeks.

The next day the casts were removed from Kristi's legs. I thought my heart would break when she realized she could not walk . . . she was too weak! I had to make her believe in herself. "Kristi, you can walk . . . now say it!" Her trusting voice spoke the words I wanted to hear. "Now say it again, Kristi and believe it!" By the end of the day, she had taken her first steps.

She improved so rapidly during the next four days, we were told we could take her home. The doctors felt she would recover at a faster rate in familiar surroundings. I was afraid to leave the safety and security of the hospital. My four-year-old daughter had to be cared for like a baby. The adjustments we made were difficult for all of us.

For weeks I slept in the girls' room listening to every sound Kristi made. Slowly, we taught her to do things she had once been able to do for herself.

Physical therapy sessions at the hospital were an important part of her recovery. It was a family project and we learned together. Our goal was to bring back the coordination she had lost.

Three years have gone by as I write this. Kristi has had eye surgery and may require further eye operations. The extensive therapy she required in the beginning is no longer necessary, but she will have to do therapy at home for the rest of her life. She attends school with her sister and shares her joy of living with all of us. Kristi has some problems, but she will always be a winner.

When I eventually told Doug about the rose in Kristi's room, he said nothing; he understood.

If you're changing your address,
don't forget to let us know.
Call your nearest office,
before you pack your bags to go.
(See office listing on Page 2.)



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WS

September 26, 1984

Dear Mrs. Cullison:

Thank you for your message to President Reagan expressing opposition to his decision to sign legislation encouraging the States to raise the minimum drinking age to 21. Your comments on this issue will be shared with the President's advisers.

Let me share with you some of the reasons why the President is convinced of the wisdom of this legislation. In 1982 the President appointed a Commission on Drunk Driving and asked it to make recommendations on ways to reduce the toll in human lives, injuries and damage caused by drunk driving. The Commission's report to the President detailed the scope of the problem and made recommendations for improving prevention and enforcement techniques to combat drunk driving. The Commission urged Federal action to require a 21-year-old drinking age.

The President immediately expressed his support for action by the States to raise their drinking ages to 21, and he mentioned his views in several speeches. The President hoped and expected that the States would take this step without Federal intervention. In fact, many have done so -- 23 in all -- but it now appears that the momentum in favor of action by additional States has stalled.

This has occurred despite the obvious effectiveness of the 21-year-old drinking age in preventing deaths and saving lives from ruin. As the President noted in an address at Riverdell High School in Oradell, New Jersey, on June 20, alcohol-related automobile accidents are the leading cause of teenage deaths in this country. Increasing the drinking age to 21 is a prudent and proven method of reducing the damage caused by these tragedies. New Jersey's experience makes this clear. In the first year after enactment of the 21-year-old drinking age, the number of nighttime, single-vehicle fatalities among 19- and 20-year-olds dropped 26 percent. This is strong testimony to the potential of such statutes for saving lives.

The new legislation supported by the Administration will withhold a portion of a State's highway fund allotment, beginning with 5 percent in fiscal year 1987 and increasing to 10 percent in fiscal year 1988, if it does not enact the 21-year-old drinking age. By stimulating action by more States, it will eliminate the so-called "Blood Borders," where young people leave their homes to go to the nearest State with a lower drinking age.

Although we can understand your concern about young people who volunteer to serve their country being denied the legal status for drinking while they are expected to defend their nation, this concern cannot and should not override the effort to avert the erroneous human costs executed by alcohol related accidents in this age group. To be effective, any law of this kind must apply a consistent and reasonable rule that is easily understood and readily enforced. I should point out, however, that a young person in the Armed Forces is not bound by the laws pertaining to drinking which are enforced by the States. Whether or not beer and wine can be served on bases in the United States is a matter left to the discretion of each base commander. In addition, officers clubs and non-commissioned officers clubs on U.S. bases in other countries have established the minimum drinking age at 18.

With the President's best wishes,

Sincerely,

Anne Higgins
Special Assistant to the President
and Director of Correspondence

Mrs. Randall Cullison
18111 Valencia
Hesperia, CA 92345

AVH/KCS/CAD/pt(sy6-AVH1)

DRAFT/Date 7/27/84

RR / _____ / _____ / _____
(Drafter) (Rev. I) (Rev. II)

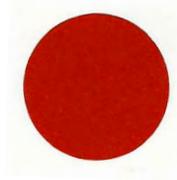
AVH / KCS / oro

Dear Mrs. Cullison

SPECIAL INSTRUCTIONS:

Enclosures:

Other:



*Tyson + Olsen &
Cullison Turner*

September 25, 1984

Dear Mrs. Cullison:

Thank you for your message to President Reagan expressing opposition to his decision to sign legislation encouraging the States to raise the minimum drinking age to 21. Your comments on this issue will be shared with the President's advisers.

Let me share with you some of the reasons why the President is convinced of the wisdom of this legislation. In 1982 the President appointed a Commission on Drunk Driving and asked it to make recommendations on ways to reduce the toll in human lives, injuries and damage caused by drunk driving. The Commission's report to the President detailed the scope of the problem and made recommendations for improving prevention and enforcement techniques to combat drunk driving. The Commission urged Federal action to require a 21-year-old drinking age.

The President immediately expressed his support for action by the States to raise their drinking ages to 21, and he mentioned his views in several speeches. The President hoped and expected that the States would take this step without Federal intervention. In fact, many have done so -- 23 in all -- but it now appears that the momentum in favor of action by additional States has stalled.

This has occurred despite the obvious effectiveness of the 21-year-old drinking age in preventing deaths and saving lives from ruin. As the President noted in an address at Riverdell High School in Oradell, New Jersey, on June 20, alcohol-related automobile accidents are the leading cause of teenage deaths in this country. Increasing the drinking age to 21 is a prudent and proven method of reducing the damage caused by these tragedies. New Jersey's experience makes this clear. In the first year after enactment of the 21-year-old drinking age, the number of nighttime, single-vehicle fatalities among 19- and 20-year-olds dropped 26 percent. This is strong testimony to the potential of such statutes for saving lives.

The new legislation supported by the Administration will withhold a portion of a State's highway fund allotment, beginning with 5 percent in fiscal year 1987 and increasing to 10 percent in fiscal year 1988, if it does not enact the 21-year-old drinking age. By stimulating action by more States, it will eliminate the so-called "Blood Borders," where young people leave their homes to go to the nearest State with a lower drinking age.

Although we can understand your concern about young people who volunteer to serve their country being denied the legal status for drinking while they are expected to defend their nation, this concern cannot and should not override the effort to avert the erroneous human costs executed by alcohol related accidents in this age group. To be effective, any law of this kind must apply a consistent and reasonable rule that is easily understood and readily enforced. I should point out, however, that a young person in the Armed Forces is not bound by the laws pertaining to drinking which are enforced by the States. Whether or not beer and wine can be served on bases in the United States is a matter left to the discretion of each base commander. In addition, officers clubs and non-commissioned officers clubs on U.S. bases in other countries have established the minimum drinking age at 18.

With the President's best wishes,

Sincerely,

Anne Higgins
Special Assistant to the President
and Director of Correspondence

Mrs. Randall Cullison
18111 Valencia
Hesperia, CA 92345

AVH/KCS/CAD/pt(sy6-AVH1)

→ 9-14-84

Reply Proc -

Please proceed
without in coming &
prepare this response
in final.

GA

THE WHITE HOUSE

WASHINGTON

August 29, 1984

~~Patricia~~
MEMORANDUM FOR ANNE HIGGINS

FROM: MELANIE DAY
OFFICE OF ABIGAIL HEALY
DRUG ABUSE POLICY OFFICE

SUBJECT: Attached Correspondence

KCS - any
incoming

on
this?

RDC

Gail Healy has been out of the office all this week and asked me to return this letter to you.

After review Ms. Healy finds it to be an appropriate response. She did suggest, however, that you might wish to add to the last paragraph that it is up to the discretion of the base commander in the United States whether or not beer and wine can be served.

Please call if you have any further questions. Thank you.

1
yes
Pat

Chuck?

9-11-84

Anne -

Do you have this
incoming? It's no
longer attached to
file.

MS -

~~MS~~

THE WHITE HOUSE
WASHINGTON

Date: 8-16-84
To: Carlton Turner

*any problem
with this?*



ANNE HIGGINS
Special Assistant to the
President and Director
of Correspondence
Room 94, x76j0

8-17 -

Hi Gail -
CT needs you to
check this in accuracy
of their statements.
I have marked in pencil
a couple of things in
the carbon.

TX

August 9, 1984

Dear Mrs. Cullison:

Thank you for your message to President Reagan expressing opposition to his decision to sign legislation ~~designed to induce~~ the States to raise the minimum drinking age to 21. Your comments on this issue will be shared with the President's advisers.

Let me share with you with some of the reasons why the President is convinced of the wisdom of this legislation. In 1982 the President appointed a Commission on Drunk Driving and asked it to make recommendations on ways to reduce the toll in human lives, injuries and damage caused by drunk driving. The Commission's report to the President ~~laid out in compelling detail~~ the scope of the problem and made ~~numerous~~ recommendations for improving prevention and enforcement techniques to combat drunk driving. The Commission urged Federal action to require a 21-year-old drinking age.

The President immediately expressed his support for action by the States to raise their drinking ages to 21, and he mentioned his views in several speeches. The President hoped and expected that the States would take this step without Federal intervention. In fact, many have done so -- 23 in all -- but it now appears that the momentum in favor of action by additional States has stalled.

This has occurred despite the ^{obvious} ~~evident~~ effectiveness of the 21-year-old drinking age in preventing deaths and saving lives from ruin. As the President noted in an address at Riverdell High School in Oradell, New Jersey, on June 20, alcohol-related automobile accidents are the leading cause of teenage deaths in this country. Increasing the drinking age to 21 is a prudent and proven method of reducing the damage caused by these tragedies. New Jersey's experience makes this clear. In the first year after enactment of the 21-year-old drinking age, the number of nighttime, single-vehicle fatalities among 19- and 20-year-olds dropped 26 percent. This is strong testimony to the potential of such statutes for saving lives.

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With the President's best wishes,

Sincerely,

Anne Higgins
Special Assistant to the President
and Director of Correspondence

Mrs. Randall Cullison
18111 Valencia
Hesperia, CA 92345

AVH/KCS/CAD/ech-s6(AVH1)
AVH-330A var.

AVE-1007
RE: CON Mandatory 21 Drinking Age

THE WHITE HOUSE
WASHINGTON

July 25, 1984 (XXX330A)

Dear Mr. Ortega:

Thank you for your message to President Reagan expressing opposition to his decision to sign legislation designed to induce the States to raise the minimum drinking age to 21. Your comments on this issue will be shared with the President's advisers.

Let me share with you with some of the reasons why the President is convinced of the wisdom of this legislation. In 1982 the President appointed a Commission on Drunk Driving and asked it to make recommendations on ways to reduce the toll in human lives, injuries and damage caused by drunk driving. The Commission's report to the President laid out in compelling detail the scope of the problem and made numerous recommendations for improving prevention and enforcement techniques to combat drunk driving. The Commission urged Federal action to require a 21-year-old drinking age.

The President immediately expressed his support for action by the States to raise their drinking ages to 21, and he mentioned his views in several speeches. The President hoped and expected that the States would take this step without Federal intervention. In fact, many have done so -- 23 in all -- but it now appears that the momentum in favor of action by additional States has stalled.

This has occurred despite the evident effectiveness of the 21-year-old drinking age in preventing deaths and saving lives from ruin. As the President noted in an address at Riverdell High School in Oradell, New Jersey, on June 20, alcohol-related automobile accidents are the leading cause of teenage deaths in this country. Increasing the drinking age to 21 is a prudent and proven method of reducing the damage caused by these tragedies. New Jersey's experience makes this clear. In the first year after enactment of the 21-year-old drinking age, the number of nighttime, single-vehicle fatalities among 19- and 20-year-olds dropped 26 percent. This is strong testimony to the potential of such statutes for saving lives.

The new legislation supported by the Administration will withhold a portion of a State's highway fund allotment, beginning with 5 percent in fiscal year 1987 and increasing to 10 percent in fiscal year 1988, if it does not enact the 21-year-old drinking age. By stimulating action by more States, it will eliminate the so-called "Blood Borders," where ~~teenagers~~ leave their homes to go to the nearest State with a lower drinking age.

young people

(7/12/84)

Although

While we can understand your concern about young ~~men~~ ^{people} who volunteer to serve their country being ~~denied the privilege of drinking~~ ^{denied the legal status for drinking} while they are expected

to defend their nation, this concern cannot and should not override the effort to ~~prevent~~ ^{avert the enormous human costs exacted by} alcohol related ~~highway deaths~~ ^{accidents in this age group.} Also, a young person

in the armed forces serving in an overseas post is not bound by the laws pertaining to drinking which are enforced by the States. Officers clubs and

Non-commissioned Officers clubs ^{on} in U.S. bases in other countries have ~~set~~ ^{established the} their minimum drinking age at 18.

With the President's best wishes,

S/AVH

Mrs. Jean M. Cullison

18111 Valencia | Hesperia, CA 92345

To be effective, any law of this kind must apply a consistent and reasonable rule that is easily understood and readily enforced. I should point out, however, that

**WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET**

SA002

- O - OUTGOING
- H - INTERNAL
- I - INCOMING
Date Correspondence Received (YY/MM/DD) 84 110101

Name of Correspondent: Mr. Mrs. Miss David A. Jwyman

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

Subject: Seeks message of support for "Saved by the Belt" project with accompanying photo of RR + NR

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>CoHyde</u>	<u>ORIGINATOR</u>	<u>84 1001</u> <u>LDI</u>	<u>CP2A A</u>	<u>84 1118</u>
<u>99</u>	<u>DOT</u>	<u>C</u>	<u>84 1001</u> <u>LDI</u>	<u>C</u>	<u>84 1113</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: Anne Higgins cover letter, also sent

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: 4200 _____

Prime Subject Code: SA 002 _____ Secondary Subject Codes: _____

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 - 0 - Unknown
- 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

November 16, 1984

Every year, more than 40,000 persons are killed in auto accidents on our highways, nearly half of them in the front seat of a passenger car or light truck. More than 300,000 persons suffer moderate to critical injuries, many of them young people who will never work again and who will become permanently disabled.

Thousands of deaths and serious injuries could be prevented if everyone used safety belts. Nancy and I have been staunch believers in safety belts for a long time. We want to stress our concern for your safety and well-being as motorists both on and off the job by sharing this important message with the people of Borden.

Please buckle up!

RONALD [unclear] A

RR:DOT:AVH:vml-11pmna
Auto accidents

To accompany Anne Higgins ltr to David Twyman
cc: James Coyne ✓ PSI

84111B

November 16, 1984

Dear Mr. Twyman:

The President has asked me to thank you for your letter of September 23 expressing your support for his Administration and interest in having him appear in your company's poster campaign to promote safety belt use.

Enclosed is the picture you requested to President and Mrs. Reagan and a brief message by the President concerning the importance of buckling up for use in your campaign.

The President is very pleased that you, along with many other business and private sector groups, are actively participating in the National Safety Belt Campaign effort.

Thank you for undertaking this worthwhile program to promote safety belt use among your employees and community.

Sincerely,

Anne Higgins
Special Assistant to the President
and Director of Correspondence

Mr. David Twyman
Borden, Inc.
180 East Broad Street
Columbus, Ohio 43215

AVH/DOT/nlm--11PMNA

To accompany Presidential Message re Auto Accidents

Enclosures: RR Congratulatory Message & RR & NR Photo
(at Helicopter)

cc: James Coyne, PSI - FYI

DRAFT FROM DOT

NAME Jewman

Reviewed
& Edited by JmH (via)

Rewritten by _____

Action Required:

To Stripping _____

To Director ✓

Other _____

APROVED BY: _____

1 AVH
1 RR

OK

A Message From the President
of the United States of America

Every year, more than 40,000 persons are killed in auto accidents on our highways, nearly half of them in the front seat of a passenger car or light truck. More than 300,000 persons suffer moderate to critical injuries, many of them young people who will never work again and who will become permanently disabled.

Thousands of deaths and serious injuries could be prevented if everyone used safety belts. Nancy and I have been staunch believers in safety belts for a long time. We want to stress our concern for your safety and well-being as motorists both on and off the job by sharing this important message with the people of Borden.

Please buckle up!

R. R
James Coyne
CC: PSI

S/PA
ab



**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

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

NOV 13 1984

MEMORANDUM TO: Ms. Sally Kelley
Director of Agency Liaison
Presidential Correspondence
The White House

SUBJECT: Suggested Reply for Safety Belt Message Request

In response to your referral of October 15, 1984, I am sending you a suggested reply and message on safety belts for use in responding to Mr. David A. Twyman's letter.

A handwritten signature in black ink, appearing to read "Linda Lugenia Arey".

Linda Lugenia Arey
Executive Secretariat

Attachments

SUGGESTED REPLY

Dear Mr. Twyman:

The President has asked me to thank you for your letter of September 23 expressing your support for his Administration and interest in having him appear in your company's poster campaign to promote safety belt use.

Enclosed is ~~(are)~~ the picture~~(s)~~ you requested of President and Mrs. Reagan and a brief message by the President concerning the importance of buckling up for use in your campaign.

The President is very pleased that you, along with many other business and private sector groups, are actively participating in the National Safety Belt Campaign effort.

Thank you for undertaking this worthwhile program to promote safety belt use among your employees and community.

Sincerely,

AUH

Enclosures: RR Congratulatory message
RR + NR unscanned photos

Mr. David Twyman
Borden, Inc.
180 East Broad Street
Columbus, OH 43215

cc: James Coyne PSI

T H E W H I T E H O U S E O F F I C E

REFERRAL

OCTOBER 15, 1984

TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:
FOR COMMENT/RECOMMENDATION

DESCRIPTION OF INCOMING:

ID: 265726

MEDIA: LETTER, DATED SEPTEMBER 23, 1984

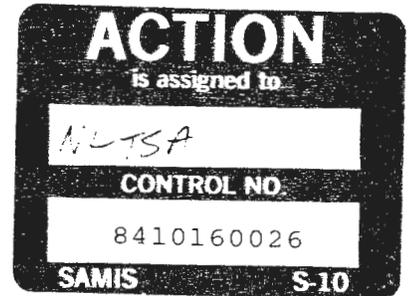
TO: PRESIDENT REAGAN

FROM: MR. DAVID A. TWYMAN
LOSS CONTROL MANAGER
BORDEN, INC.
180 EAST BROAD STREET
COLUMBUS OH 43215

SUBJECT: SEEKS MESSAGE OF SUPPORT FOR "SAVED BY THE
BELT" PROJECT WITH ACCOMPANYING PHOTO OF
THE PRESIDENT AND MRS. REAGAN

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 91, THE WHITE HOUSE



SALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE

THE WHITE HOUSE
WASHINGTON

Date: 10-10

TO: *Ann Higgins*
FROM: **FREDERICK J. RYAN, JR.**
Director
Presidential Appointments and
Scheduling

- Information
- Action
- Let's Discuss

*Would you handle the
enclosure*

Thanks
FR

Salby-
car DOT
pos
handle.
T+/

a

wtl-265726
S-10-8470160026

2

Scheduling

BORDEN INC

180 EAST BROAD STREET, COLUMBUS, OHIO 43215

DAVID A. TWYMAN
LOSS CONTROL MANAGER



OCT 3 1984

265726

September 23, 1984

SCHEDULING
OFFICE

Dear Mr. Reagan,

This is the first time I have ever written a President of the United States. I guess, being 26, I have never been so enthusiastic about a President until you came along. I believe in you, sir, and I am proud of what you are doing for our country. The patriotism abounds now more than I have ever known. I can truly say that I am "proud to be an American".

SLR
Mr. Reagan, I guess I don't have to tell you that you that you have my vote. You convinced me long ago that you would be a strong leader. Now, sir, I would like your vote.

I am young and fairly new to the business world. I have set high goals for myself and believe I will attain them. I'm sure I would be recognized for my efforts with a little help from you, sir. I would like to feature you as a supporter for our "Saved by the Belt" seat belt program at Borden, where I am employed. Our company logo will not be printed on the poster that I would like for you to represent, as I do not want you to endorse our company because of the political ramifications of commercialism that would arise. I would just like your picture, the First Lady's picture, or as a couple to represent on the poster and a brief message of the importance of wearing seat belts. Maybe you can even share a past experience. I am sure you and the First Lady wear seat belts, but your promotion would do wonders for many lives and the enhancement of my career.

You probably will not have the time to read my letter, much less the time to spend on a seat belt promotion, but I thought it was a good idea. I certainly hope you can help me, sir, and good luck to you and Mr. Bush on your re-election.

Sincerely,

David A. Twyman

P.S. My wife, Candy, and I would like to invite you into our home for dinner at your request. We would enjoy the company of you and Mrs. Reagan.

NATIONAL HIGHWAY
TRAFFIC SAFETY

NATIONAL HIGHWAY
TRAFFIC SAFETY

34 OCT 19 All : 45

34 OCT 17 All : 47

EXECUTIVE SECRETARIAT

EXECUTIVE SECRETARIAT



SAVED BY



THE BELT



"I have always worn my seat belt, both on and off the job, and thank God I was wearing it on March 7, 1984. As I approached a hill, an on coming vehicle crested the hill and crossed over the center line (into my lane) striking my vehicle almost head on. The only injury I sustained was a sore back from wearing my seat belt. I was very lucky; most of the impact was absorbed by my truck. Without my belt on, I could have been thrown through the windshield.



Before we start on any trip, one habit we drivers have, like putting on our hats, is to say a prayer and to buckle our seat belts. In my 30 years of driving this was my first vehicle accident. I had just completed over three (3) million miles in my company truck with no accidents.

You can bet I'll be wearing my seat belt at all times while on the road or a trip."

Donald L. Payne, Jr.

Our thanks to Donald L. Payne, Jr. for sharing his seatbelt experience with us.

SAFETY IS EVERYONE'S
BUSINESS



THE WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET

5A002

INCOMING

DATE RECEIVED: JANUARY 07, 1985

NAME OF CORRESPONDENT: THE HONORABLE GARY A. CONDIT

SUBJECT WRITES ON BEHALF OF THE MARTINEZ FAMILY WHO
WERE KILLED IN AUTOMOBILE ACCIDENT IN MEXICO

ROUTE TO: OFFICE/AGENCY (STAFF NAME)	ACTION		DISPOSITION	
	ACT CODE	DATE YY/MM/DD	TYPE RESP	C COMPLETED D YY/MM/DD
ROBERT GLEASON	ORG	85/01/07	LV	A 85/1/08
REFERRAL NOTE: <i>dos</i>				<i>LD</i>
INSTEAD REFERRAL NOTE:				<i>28519130 AB</i>
REFERRAL NOTE:				<i>1/1</i>
REFERRAL NOTE:		<i>1/1</i>		<i>1/1</i>
REFERRAL NOTE:		<i>1/1</i>		<i>1/1</i>

COMMENTS: _____

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: 2200 _____

IA MAIL USER CODES: (A) _____ (B) _____ (C) _____

- *****
- | | | | |
|--------------------------|----------------------|----------------------|---|
| *ACTION CODES: | *DISPOSITION CODES: | *OUTGOING | * |
| * | * | * CORRESPONDENCE: | * |
| *A-APPROPRIATE ACTION | *A-ANSWERED | *TYPE RESP=INITIALS | * |
| *C-COMMENT/RECOM | *B-NON-SPEC-REFERRAL | * OF SIGNER | * |
| *D-DRAFT RESPONSE | *C-COMPLETED | * CODE = A | * |
| *F-FURNISH FACT SHEET | *S-SUSPENDED | *COMPLETED = DATE OF | * |
| *I-INFO COPY/NO ACT NEC* | | * OUTGOING | * |
| *R-DIRECT REPLY W/COPY * | | | * |
| *S-FOR-SIGNATURE | | | * |
| *X-INTERIM REPLY | | | * |
- *****

REFER QUESTIONS AND ROUTING UPDATES TO CENTRAL REFERENCE
(ROOM 75, OEOB) EXT. 2590
KEEP THIS WORKSHEET ATTACHED TO THE ORIGINAL INCOMING
LETTER AT ALL TIMES AND SEND COMPLETED RECORD TO RECORDS
MANAGEMENT.

UNCLASSIFIED

(Classification)

DEPARTMENT OF STATE
EXECUTIVE SECRETARIAT
TRANSMITTAL FORM

85 JAN 27 PM 14
S/S 8501459

Date January 30, 1985

SITUATION

For: Mr. Robert C. McFarlane
National Security Council
The White House

Reference:

To: President Reagan From: The Honorable Gary A. Condit

Date: January 2, 1985 Subject: Writes on behalf of the
Martinez family who were killed in automobile accident in Mexico

WH Referral Dated: January 14, 1985 NSC ID# 271782
(if any)

 The attached item was sent directly to the
Department of State

Action Taken:

 A draft reply is attached.

 A draft reply will be forwarded.

 A translation is attached.

XX An information copy of a direct reply is attached.

 We believe no response is necessary for the reason
cited below.

 The Department of State has no objection to the
proposed travel.

 Other.

Remarks:

for J. L. Berry
for Nicholas Platt
Executive Secretary

UNCLASSIFIED

(Classification)

JAN 30 1985

Dear Mr. Condit:

Your letter of January 2, 1985 concerning the tragic deaths of Mr. and Mrs. Enrique Martinez and their son Miguel has been forwarded by the White House to me for reply. As you know, the Martinez family was killed in an automobile accident in Navojoa, Sonora, Mexico, on December 15, 1984.

The American Consulate in Hermosillo was informed of the accident December 17 by the Mexican authorities in Navojoa, who requested assistance in determining the citizenship of the deceased. In addition to informing the Department of State of the deaths, the Consulate contacted the Oakdale police, the Immigration and Naturalization Service (INS) office in Nogales, Arizona, and the Mexican Consulate in Fresno. The resulting information was sufficient to locate the Martinezes' INS records in San Francisco. On December 27, INS San Francisco informed the Consulate that all three of the deceased were Mexican citizens and not American citizens.

Please be advised that when American citizens die abroad the Department of State does everything possible to locate and notify the next of kin and assist in arrangements for disposition of the remains. Most posts have contacts with local funeral concerns which will advise the next of kin of the various options and costs. This is usually sufficient to reassure the family that costs are reasonable.

The Department of State informs the families that the preparation and shipment of remains is carried out in accordance with the laws and facilities available locally. In most cases such services fall short of those expected in the United States. Accordingly, the Department also cautions that a home town funeral director be requested to determine the advisability of viewing the remains.

In the case of the Martinez family, the deceased were Mexican nationals. Therefore, the Consulate had no

The Honorable
Gary A. Condit,
California Assemblyman,
Sacramento, California.

authority to intercede. Nevertheless, we would have been prepared to provide advice and guidance to the family on shipment of remains if the family had so requested. The price of \$5,000 for the preparation and shipment of the remains of three persons appears to be consistent with the fees for such services by other funeral homes in Sonora. Payment in advance is usually required for international shipment.

I sincerely regret the tragic loss of the Martinez family and sympathize with the shock their relatives are feeling. I hope that the above information will be helpful to you in responding to their concerns. Please contact me if you have any further questions.

Sincerely,

15/ *1/30/88*

Jayne H. Plank
Director, Intergovernmental Affairs
Office of Legislative and
Intergovernmental Affairs

8501459

T H E W H I T E H O U S E O F F I C E

REFERRAL

JANUARY 14, 1985

TO: DEPARTMENT OF STATE

ACTION REQUESTED:
DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

ID: 271782

MEDIA: LETTER, DATED JANUARY 2, 1985

TO: PRESIDENT REAGAN

FROM: THE HONORABLE GARY A. CONDIT
CALIFORNIA HOUSE OF REPRESENTATIVES
STATE CAPITOL
SACRAMENTO CA 95814

SUBJECT: WRITES ON BEHALF OF THE MARTINEZ FAMILY WHO
WERE KILLED IN AUTOMOBILE ACCIDENT IN MEXICO

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 91, THE WHITE HOUSE

SALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE

January 8, 1985

Dear Assemblyman Condit:

On behalf of the President, I would like to thank you for your recent letter regarding the situation created by the death of the Enrique Martinez family.

I have forwarded your correspondence to the appropriate officials at the Department of State for their benefit and consideration. I expect that you will be hearing from them shortly.

Thank you for bringing this matter to the attention of the Administration. Please let me know if I can be of further assistance.

Sincerely,

Lee L. Verstandig
Assistant to the President for
Intergovernmental Affairs

The Honorable Gary A. Condit
Assemblyman of the State of California
State Capitol
Sacramento, California 95814

RONALD W. REAGAN LIBRARY

THIS FORM MARKS THE FILE LOCATION OF ITEM NUMBER / LISTED ON THE
WITHDRAWAL SHEET AT THE FRONT OF THIS FOLDER.

54 / 10
ID # 279417

**WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET**

5A002

O - OUTGOING

H - INTERNAL

I - INCOMING

Date Correspondence Received (YY/MM/DD) 84/11/24

Name of Correspondent: Mr. Mrs. Miss Michael Ely

MI Mail Report

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

Subject: Writes concerning the murder of children killed in school bus accidents. (Her daughter was killed in 1981).

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>CoWals</u>	<u>ORIGINATOR</u>	<u>84/12/04</u>		<u>C</u>	<u>84/12/20</u> TR
<u>DOT</u>	<u>R</u>	<u>84/11/07</u>		<u>A</u>	<u>84/12/13</u> TR
		<u>1/1</u>			<u>1/1</u>
		<u>1/1</u>			<u>1/1</u>
		<u>1/1</u>			<u>1/1</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: Y Individual Codes: 4000

Prime Subject Code: SP002 Secondary Subject Codes: ED

JR 003

CM 016

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 - 0 - Unknown
- 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:

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- M - Mailgram
- O - Memo
- P - Photo
- R - Report
- S - Sealed
- T - Telegram
- V - Telephone
- X - Miscellaneous
- Y - Study



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

The Administrator

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

DEC 19 1984

Mrs. Michael Fly
3000 Blue Star Drive
Pensacola, FL 32514

Dear Mrs. Fly:

President Reagan has asked me to thank you for your letter regarding the safety of children riding on school buses.

You have wisely identified the most serious nationwide safety problem in transporting 22 million children to and from school each day, i.e., the loading/unloading of children on and off the bus. Although, compared to other forms of transportation, school buses are very safe, we nevertheless know that the loss of even one child's life is a tragedy. As a consequence, this agency has worked for 17 years to make school buses safer for children. Most fatalities occur not inside the bus, but before entering or upon leaving the vehicle. Thus, we continue urging parents to warn their children to be especially alert when they enter the bus or leave it. We are also working hard to upgrade the distinct identification and the safety equipment of the vehicle, as well as on training the driver and the safety training of pupil passengers.

Regarding the authority of the Federal Government in this matter, this agency is responsible for administering a highway safety grant program with the States. This Federal/State relationship for the Highway Safety Program is a partnership. The States, however, have considerable latitude in determining which projects are to be implemented with Federal funds. In this framework, State and local governments have the responsibility for all school related matters, including pupil transportation.

As part of the grant program, we issue guidelines (copy enclosed) for pupil transportation to the States to assist them in their planning.

This guideline addresses school bus route safety. Most school transportation directors keep bus stops off busy highways, regardless of the number of lanes. We, and most States, stress loading and unloading children on the residence side if at all possible.



In your attempts to resolve the situation you've mentioned, an appeal can be made to the local school board and police agencies. We can only suggest that if you have encountered difficulties on this level, you could bring the matter to the attention of your State Director of Pupil Transportation. His name and address are:

Mr. Larry H. McEntire
Director, School Transportation
State Department of Education
377 Knott Building
Tallahassee, FL 32301

Thank you again for writing of your concerns to the President.

Sincerely,

Diane K. Steed

Diane K. Steed

Enclosures

cc: S. Kelley

THE WHITE HOUSE OFFICE

REFERRAL

DECEMBER 7, 1984

TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:
DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

ID: 279417
MEDIA: LETTER, DATED NOVEMBER 15, 1984
TO: PRESIDENT REAGAN
FROM: MRS. MICHAEL ELY
3080 BLUE STAR DRIVE
PENSACOLA FL 32514



SUBJECT: WRITES CONCERNING THE NUMBER OF CHILDREN
KILLED IN SCHOOL BUS ACCIDENTS (HER DAUGHTER
WAS KILLED IN 1981)

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 91, THE WHITE HOUSE

SALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE

EXECUTIVE SECRETARIAL
OFFICE OF SECRETARY
OF TRANSPORTATION
1984 DEC -7 PM 2:07
U.S. DEPT. OF
TRANSPORTATION

8412110004

November 13, 1984

Dear Mr. President,

279417

I am writing this letter because of an important issue that I believe will be of great concern to you also. First of all, I believe you are a caring man and I'm pleading for your listening ear. There is no other one for us to turn but to the leader of our country.

President Reagan, this issue concerns children, which again seems to be a soft place in your heart, and you are greatly concerned about this. We have heard of your efforts to put missing children on the top of the list as important priority.

What I'm speaking of is just as serious, the children that are killed getting on and off school buses. On November 29, 1981, our daughter, Monica, was killed after disembarking her wrong school bus. She was the fifth child killed in bus related accidents within a three year period in one county. This was in the state of Indiana, and the county of Bartholomew. At that time, we were living in Indiana and in that county, and Monica, was number five.

We know that the statistics of children killed in this manner are staggering. All that I can be happy with is the state and county we are involved in, but I'm sure that this happens all over the country. Mr. President, we have exhausted all the avenues that we can think of to get laws through legislation to protect these children. My husband and I went to the state office building in Indianapolis, Indiana, we pleaded with law enforcement officers to try to stop the discharging of children on free lane highways.

We were told the school board of the county had full jurisdiction, that the only authority over them was the state auditor. Then we found another avenue to approach, the board of legislative removal and reprimand. This was

8412110004

to try to work up a bill that would make the bus driver criminally responsible for any child injured or killed while in his care. A bill to give him the responsibility of waiting till the child makes a safe destination. Also to be added, making it against the law to discharge children or free lanes of highway expecting them to reach safely alone.

We discussed all these issues with the board of legislative research and review and were told to go to our state senator for help.

This was a fruitless effort also, Sen. Pittwater told us the language was too difficult to mandate a state law or federal law that no children were to be discharged or free lane highways or made to cross this to get onto the buses in the morning. Also, as for making the bus driver criminally responsible for the children until they make a safe destination, it was too difficult to distinguish what would be a safe destination. As far as we are concerned, this is just a way of passing the buck or ignoring the fact that something must be done to protect our most prized possession, our children.

We President, let me inject something here, losing a child of your very own is the most devastating thing that could happen to a family. It is something we will never get over, along with a many other families that have experienced the same tragedy.

We live in the state of Indiana and have already heard of several children who have died in the same manner as Indiana. One child was run over by the school bus at the Tracy base in Newport, Rhode Island, five years old. This happened in 1981, also it's probably staggering to know how many children die each year in this country just to get an education.

We still have a son to protect, he will be riding a school bus again next year to attend high school. So far, we had no help with this matter, no one wants to listen. We feel that we have a right to have someone with authority listen, and

you please give us that courtesy? We have great confidence
in your efforts to preserve this great country of ours, could you
help us to preserve our children? If you will help us
do this, someday our children can grow up, and who knows,
maybe we could have the makings of a great president such as
yourself.

Please give this issue your undivided attention and consider
the price our daughter, Morica paid, we send you! I don't
know much about politics but I know I love my children and
want them to be able to grow and be a nation we can all be
proud of. Thank you for your consideration, I hope and pray
this letter will touch that soft place in your heart such as
the young children have love in the past.

Sincerely yours,
Mrs. Michael Ely

Address:

Mrs. & Mrs. Michael Ely
3080 Deer Star Dr.
Pensacola, Florida
32514

Phone: 904-478-9108

THE WHITE HOUSE
WASHINGTON

*File
Original
returned to
J. Coyne*

SCHEDULE PROPOSAL

January 4, 1985

BY G 286161
1110
51282
B20315
CMD16
F6024
PR005
4/10/85
PR007

TO: FREDERICK J. RYAN, JR., DIRECTOR
PRESIDENTIAL APPOINTMENTS AND SCHEDULING

FROM: JAMES K. COYNE *Jim Coyne*
SPECIAL ASSISTANT TO THE PRESIDENT
PRIVATE SECTOR INITIATIVES

REC-RET

REQUEST: Photo opportunity

PURPOSE: To recognize American Honda Motor Company's
outstanding initiative to promote safety belt use.

BACKGROUND: In support of the Department of Transportation's
priority program for safety belt education, the
American Honda Company offered to help spread the
message of safety belt use in high schools
throughout the country. Working with Warner
Communication and their subsidiary, D.C. Comics,
an educational program was created, utilizing the
same concept followed in the Drug Awareness
Program for Mrs. Reagan that was so successful
last year (IBM and Keebler Cookies sponsored that
effort). In Honda's program, a complete
curriculum unit was designed that teaches belt use
in a fun and unique way (see attached).

CHIND, T.

Using motivational and educational research
developed by the National Highway Traffic Safety
Administration (NHTSA) Office of Research and
Development, and advice provided by the American
Driver and Traffic Safety Education Association
(ADTSEA), American Honda printed enough of the
educational materials so that ADTSEA can send
curriculum units to all of its 23,000 high
schools. The schools will receive the program in
early January in time for the second semester.

Department of Transportation is very pleased with
the program and its quality. They have had
nothing but favorable comments from all over the
country. It is a first class effort.

American Honda made a substantial private sector
contribution of time and resources to make the
program of the highest quality. I think it is
typical of their concept of corporate citizenship
in this country as well as their commitment to
highway safety.

American Honda has been in the U.S. for 25 years, growing from a small importer of motorcycles to a major importer and manufacturer of automobiles, motorcycles, and power equipment. In addition, they were the first Japanese manufacturer to produce cars in the U.S.

OUTLINE OF EVENT: President would greet President of American Honda and make brief remarks congratulating them on their extensive contribution to highway safety.

PREVIOUS PARTICIPATION: None

LOCATION: Oval Office

DATE: None

TIME: 5 minutes during Administrative time.

PARTICIPANTS: Secretary of Transportation Dole
NHTSA Administrator Steed
Mr. T. Chino, President, American Honda

RECOMMENDED BY: James K. Coyne
Secretary of Transportation Dole
NHTSA Administrator Steed

PROJECT OFFICER: James K. Coyne

THE WHITE HOUSE
WASHINGTON

January 25, 1985

287141

4200

AB

SAD02

0M016

LE

FB006-01

FRANCIS, G.S.

Dear Margot:

Thanks very much for providing me with your materials on state's activities on Seat Belt Laws. I shall continue to monitor legislative action.

Please keep me posted.

Sincerely,



Lee L. Verstandig
Assistant to the President
for Intergovernmental Affairs

Ms. Margot C. Parker
Manager, State/Local
Legislative Analysis
General Motors Corporation
3044 West Grand Boulevard
Detroit, Michigan 48202

General Motors Corporation

January 17, 1985

Mr. Lee L. Verstandig
Assistant to the President
The White House
Washington, D.C. 20500

Dear Mr. Verstandig *Lee*

We appreciate your assistance on the state seat belt legislation. As we discussed, I am enclosing a copy of Stu Francke's report to our management on the status of state activity on seat belt laws. It is an internal report, and I appreciate your treating it in confidence.

Also attached is a copy of a population chart that ranks the states. In addition, I am attaching a report on New York survey results and copy of a draft ad which indicates support for state laws across the country. It will be run in USA TODAY in late January. I hope this information will be helpful to you. Please let us know if we can assist in any other manner.

Best Regards,

Margot

Margot C. Parker
Manager, State/Local Legislative
Analysis

vas

Attachment

STATUS REPORT

STATE LEGISLATION

ON

SEAT BELT USE LAWS

G. S. FRANCKE
1/15/85

JDR85003.1

BACKGROUND

OCTOBER 4, 1984 SAFETY REVIEW BOARD

REVIEWED: OBJECTIVE
STRATEGY
LEGISLATIVE APPROACH
STATE-BY-STATE PROGRAM

OBJECTIVE: 2/3 POPULATION COVERED BY USE LAWS
MEET DOT CRITERIA
TARGET OF 9/1/86

UPDATE CURRENT SITUATION

LEGISLATIVE STATUS

RECAP 1983-84 SESSIONS JUST CONCLUDED
PREVIEW 1985-86 SESSIONS GETTING STARTED

EFFECT OF THE FEDERAL CRITERIA

POLITICAL EXPERIENCE TO DATE

INDUSTRY COORDINATION THROUGH TRAFFIC SAFETY NOW

LEGISLATIVE STATUS - RECAP OF 1983-84 SESSIONS JUST CONCLUDED

TARGET STATES - SINCE DOT RULEMAKING LAST JULY

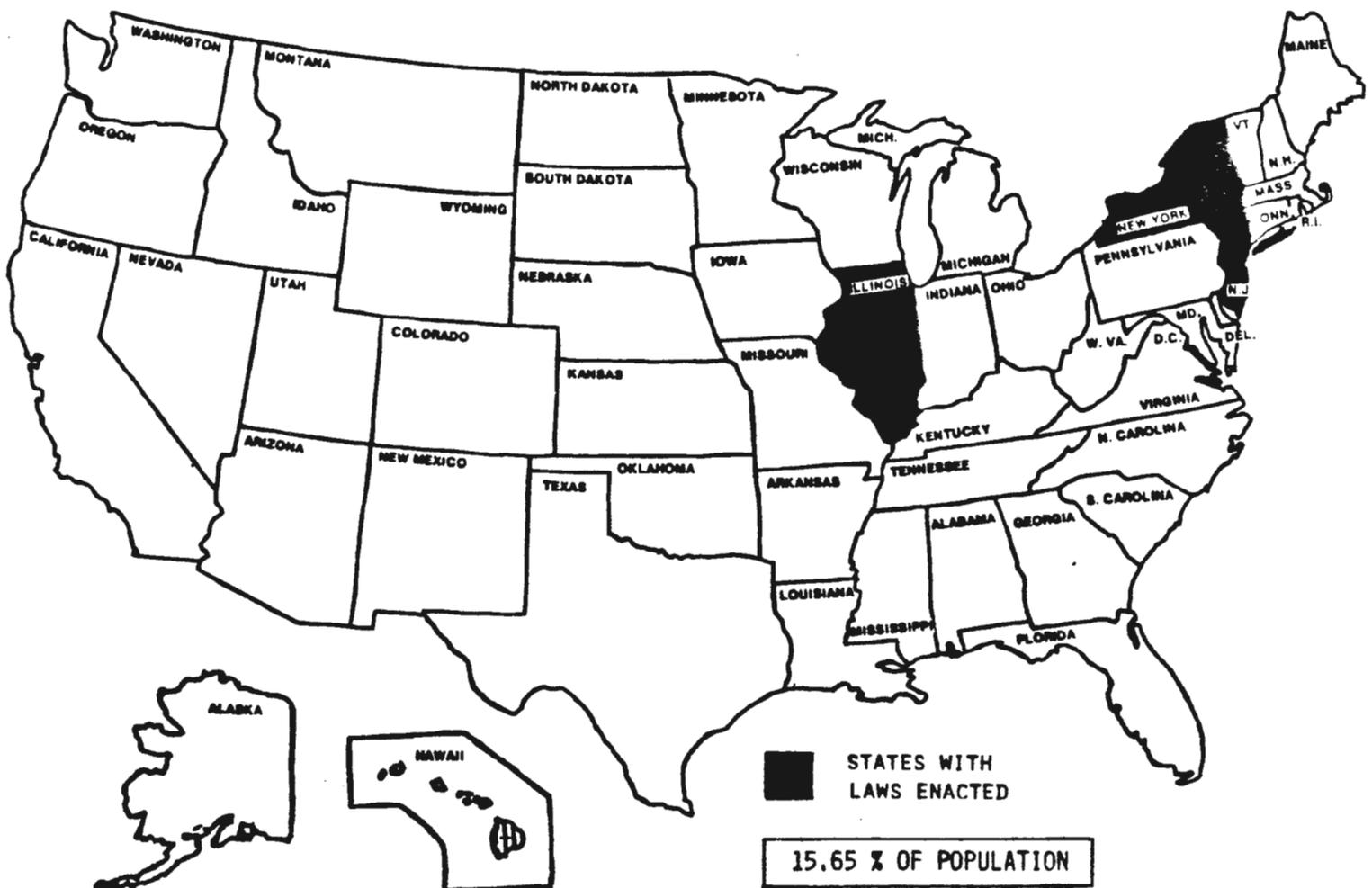
NEW YORK - PASSED, SIGNED, EFFECTIVE 1/1/85

NEW JERSEY - PASSED, SIGNED, EFFECTIVE 3/1/85

ILLINOIS - PASSED, SIGNED, EFFECTIVE 7/1/85

MICHIGAN - PASSED SENATE (BY 10) ON 6/5/84
FAILED HOUSE (BY 4) ON 12/6/84

POPULATION COVERED BY SEAT BELT USE LAWS -- 15.65 %

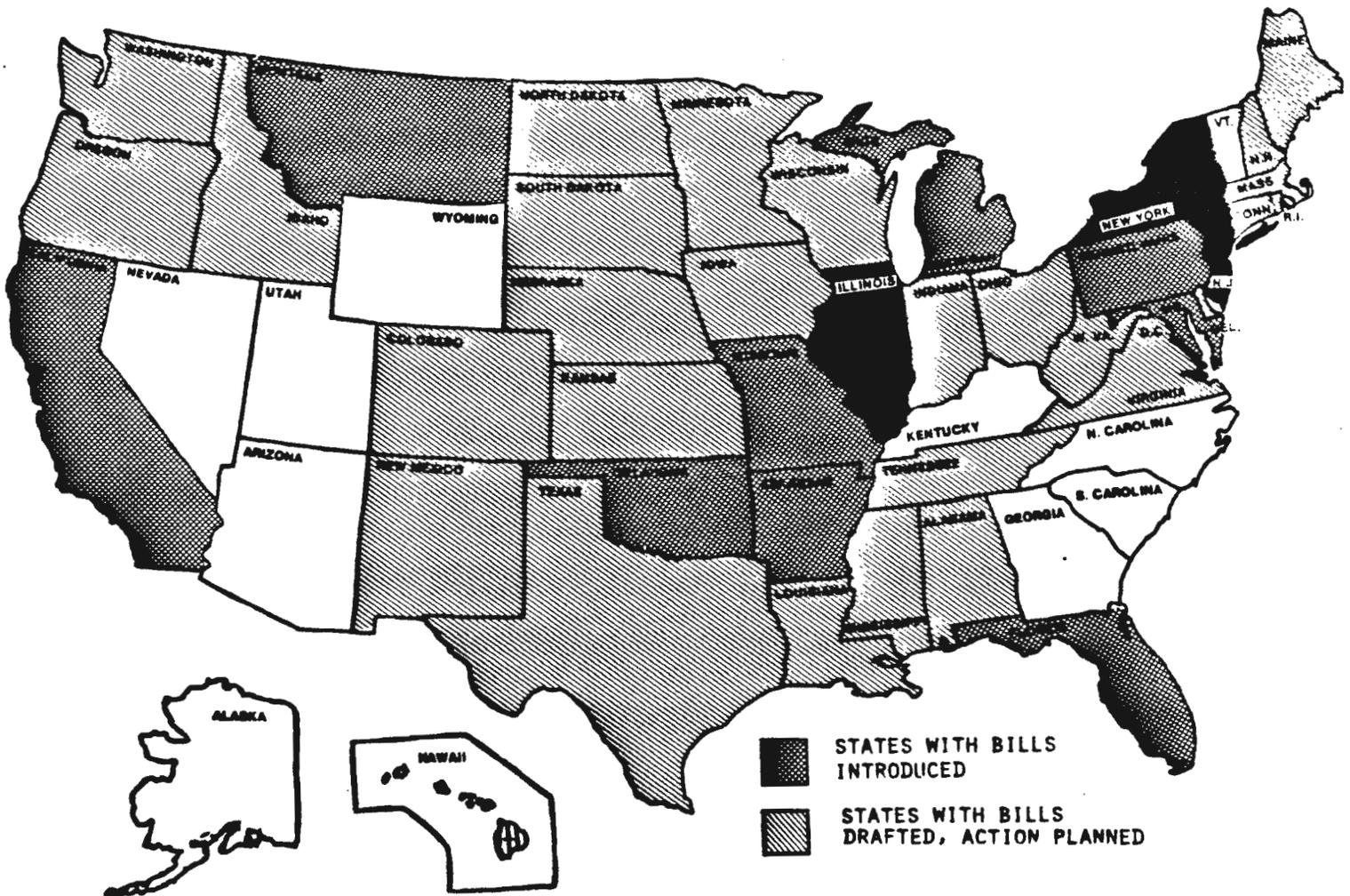


LEGISLATIVE STATUS - PREVIEW OF 1985-86 SESSIONS GETTING STARTED

LEGISLATION INTRODUCED: ARKANSAS
CALIFORNIA
FLORIDA
MARYLAND
MICHIGAN
MISSOURI
MONTANA
OKLAHOMA
PENNSYLVANIA

LEGISLATION DRAFTED -- ACTION PLANNED

27 STATES -- AL, CO, CT, DE, IA, ID, IN, KS, LA,
MA, ME, MN, MS, NE, ND, NH, NM, OH,
OR, RI, SD, TN, TX, VA, WA, WI, WV



EFFECT OF FEDERAL CRITERIA

DOT CRITERIA FOR STATE LAW TO INCLUDE IN 2/3 POPULATION

COVERAGE - DRIVERS AND FRONT SEAT PASSENGERS

WAIVERS - MEDICAL REASONS ONLY

PENALTIES - \$25 MINIMUM INCLUDING COURT COSTS

DAMAGES/EVIDENCE - ALLOW EVIDENCE OF NON-USE
TO MITIGATE DAMAGES

EDUCATION/EVALUATION - PROGRAM TO ENCOURAGE COMPLIANCE

EFFECTIVE DATE - ON OR BEFORE 9/1/89

CRITERIA

COMPLIANCE OF STATE LAWS

	NEW YORK*	NEW JERSEY	ILLINOIS
COVERAGE	YES	YES	YES
WAIVERS	NO	NO	NO
PENALTIES	NO	NO	NO
DAMAGES/EVIDENCE	NO	NO	NO
EDUCATION	YES	YES	NO
EFFECTIVE DATE	YES	YES	YES

*GRANDFATHERED

POLITICAL EXPERIENCE TO DATE

STRONGEST ARGUMENT AGAINST -- GOVERNMENT INTERFERENCE
MINORITY BUT VOCAL

ORGANIZED OPPOSITION BY INSURANCE CO.s AND ASSOC.s
TO SEAT BELT LAWS MEETING DOT CRITERIA

ALLSTATE
NATIONWIDE
STATE FARM

ALLIANCE OF AMERICAN INSURERS (AAI)
AMERICAN INSURANCE ASSOCIATION (AIA)
NATIONAL ASSOCIATION OF INDEPENDENT INSURERS (NAII)

TRIAL LAWYERS ASSOCIATIONS

SOME INSURANCE CO.s SUPPORT

AAA RECENT ANNOUNCEMENT OF NATIONAL SUPPORT
KEMPER INSURANCE SUPPORT IN ILLINOIS

PUBLIC ATTITUDE IS IMPROVING SLIGHTLY

POLLS IN VARIOUS STATES
NEWSPAPER EDITORIALS
LETTERS TO THE EDITORS

STILL A VERY EMOTIONAL ISSUE

VERY COMPRESSED TIME FRAME

RESTATING OUR OBJECTIVE - GIVEN THE POLITICAL REALITIES

PASS A SEAT BELT USE LAW - 2/3 POPULATION BY 9/1/86
- ALL STATES IN 2 - 4 YEARS

PASS "BEST" BILL POSSIBLE (CLOSEST TO DOT CRITERIA)

SECOND ROUND IN STATES TO COMPLY WITH DOT CRITERIA

SECOND ROUND WITH DOT TO AMEND CRITERIA

ENCOURAGE SEAT BELT USE TO MAKE COMPLIANCE WITH
DOT CRITERIA IRRELEVANT

KEY WILL BE THE REDUCTION OF INJURIES AND FATALITIES
WITHOUT REDUCTION - PRESSURE FOR MORE ACTION
WITH REDUCTION - CASE AGAINST PASSIVE RESTRAINTS WILL
IMPROVE REGARDLESS OF CRITERIA

TRAFFIC SAFETY NOW - TSN

ORGANIZATION BOARD OF DIRECTORS
 PRESIDENT
 OPERATING COMMITTEE
 ADVISORY COMMITTEE

FUNDING

OVERALL FUNDING COMMITTED - \$ 20 MILLION
GM FUNDING COMMITTED - \$ 12 MILLION / YEAR
GM FUNDING ALREADY PROVIDED - \$ 3 MILLION

ACCOMPLISHMENTS

COALITION FUNDING (12 STATES)
CONTRACT LOBBYISTS (10 STATES)
CONTRACT PUBLIC RELATIONS FIRMS
SPECIFIC STATE ADVERTISING CAMPAIGNS

SUMMARY

3 STATES HAVE SEAT BELT USE LAWS -- 15.65 % OF POPULATION

TSN IS FUNCTIONING

IMPLEMENTING OUR STRATEGY

ACTIVE COALITION AND LOBBYISTS IN 18 STATES

LEGISLATION INTRODUCED IN 9 STATES

LEGISLATION DRAFTED - ACTION PLANNED IN 27 STATES

SOURCE: P-25, #944

JAN 1984

RANK	STATE	STATE POPULATION	CUMULATIVE POPULATION	STATE PERCENT	CUMUL PERCENT	SBUL PASSED
1	CA	25,174	25,174	10.759%	10.759%	
2	NY	17,667	42,841	7.551%	18.310%	1
3	TX	15,724	58,565	6.720%	25.030%	
4	PA	11,895	70,460	5.084%	30.114%	
5	IL	11,486	81,946	4.909%	35.023%	1
6	OH	10,746	92,692	4.593%	39.615%	
7	FL	10,680	103,372	4.564%	44.180%	
8	MI	9,069	112,441	3.876%	48.056%	
9	NJ	7,468	119,909	3.192%	51.248%	1
10	NC	6,082	125,991	2.599%	53.847%	
11	MA	5,767	131,758	2.465%	56.312%	
12	GA	5,732	137,490	2.450%	58.761%	
13	VA	5,550	143,040	2.372%	61.133%	
14	IN	5,479	148,519	2.342%	63.475%	
15	MO	4,970	153,489	2.124%	65.599%	
16	WI	4,751	158,240	2.031%	67.630%	
17	TN	4,685	162,925	2.002%	69.632%	
18	LA	4,438	167,363	1.897%	71.529%	
19	MD	4,304	171,667	1.839%	73.368%	
20	WA	4,300	175,967	1.838%	75.206%	
21	MN	4,144	180,111	1.771%	76.977%	
22	AL	3,959	184,070	1.692%	78.669%	
23	KY	3,714	187,784	1.587%	80.256%	
24	OK	3,298	191,082	1.410%	81.666%	
25	SC	3,264	194,346	1.395%	83.061%	
26	CO	3,139	197,485	1.342%	84.403%	
27	CT	3,138	200,623	1.341%	85.744%	
28	AZ	2,963	203,586	1.266%	87.010%	
29	IA	2,905	206,491	1.242%	88.252%	
30	OR	2,662	209,153	1.138%	89.389%	
31	MS	2,587	211,740	1.106%	90.495%	
32	KS	2,425	214,165	1.036%	91.531%	
33	AR	2,328	216,493	0.995%	92.526%	
34	WV	1,965	218,458	0.840%	93.366%	
35	UT	1,619	220,077	0.692%	94.058%	
36	NE	1,597	221,674	0.683%	94.741%	
37	NM	1,399	223,073	0.598%	95.338%	
38	ME	1,146	224,219	0.490%	95.828%	
39	HI	1,023	225,242	0.437%	96.265%	
40	ID	989	226,231	0.423%	96.688%	
41	NH	959	227,190	0.410%	97.098%	
42	RI	955	228,145	0.408%	97.506%	
43	NV	891	229,036	0.381%	97.887%	
44	MT	817	229,853	0.349%	98.236%	
45	SD	700	230,553	0.299%	98.535%	
46	ND	680	231,233	0.291%	98.826%	
47	DC	623	231,856	0.266%	99.092%	
48	DE	606	232,462	0.259%	99.351%	
49	VT	525	232,987	0.224%	99.576%	
50	WY	514	233,501	0.220%	99.795%	
51	AK	479	233,980	0.205%	100.000%	

TOTAL POP. 233,980

SBUL	PASSED	36,621	15.651%	3
	1			

January 6, 1985

TO: Tom Hanna, President
Traffic Safety Now

FROM: Jack and Jeff Caponigro
MG and Casey

SUBJECT: New York Survey Findings

MG
and
Casey
INCORPORATED

•
PUBLIC RELATIONS
PUBLIC AFFAIRS
ATTITUDINAL RESEARCH
ADVERTISING

•
17117 Nine Mile Rd., Suite 1545
Southfield, Michigan 48075
Phone: (313) 423-4600

Preliminary results of the New York attitudinal survey are in. They are very positive for our campaign.

Clark, Martire and Bartolomeo, Inc., (CM & B) of New York City, conducted 1,156 telephone interviews with adults across the state from Dec. 9 through 20. Blacks, Hispanics and Manhattan were oversampled to provide credible subsamples of those populations. Greg Martire, executive vice president of CM & B, met with us in Detroit to jointly develop the questionnaire. He managed the project for the survey firm and is also enthusiastic about the results. He is available to participate with New York coalition leadership to announce the results at a New York news conference, approximately Jan. 15, if that is the plan.

The basic findings: Shortly after the law took effect Dec. 1 (without fines for one month), usage of belts had leaped from the previous 10-15%. Forty percent of New Yorkers told the surveyors in mid-December they were buckling up "always" and 22% "most of the time"--almost two-thirds using the belts all or most of the time.

*Looking ahead to January, when the law is fully effective, 64% said they will always buckle up, and an additional 24% said they will most of the time. Only 3% of New Yorkers--one in 33--said they will never use belts.

*Safety belt usage is and will be the same along party lines, Republicans, Democrats and Independents, and along ideological lines, Conservatives, Liberals and Moderates.

The great majority of safety belts are in working order. Ninety-two percent of those with cars said ALL of their belts work.

Tom Hanna
January 6, 1985
Page Two

*While December usage was significantly lower among Blacks and Hispanics, respondents in those two groups indicated they will buckle up at the same high rate beginning in January as the rest of the state.

*New Yorkers are well aware of the law, if not the details. Ninety-one percent learned of it through publicity in the news media; most of the others heard of the law from friends.

*New Yorkers believe belts save lives and give the law high approval: 70% approve of its passage (29% strongly; in comparison, only 11% strongly disapproving).

*Ninety percent have heard of airbags but only 23% say they are very familiar with them.

*In a choice between safety belts and airbags, New Yorkers prefer belts by 47% to 37%. Overall, they think bags would add \$268 to the price of a car. Bag supporters averaged out at \$237 for bags.

*Informing respondents that effective usage of bags still calls for lap belt usage, bag support drops to 23% (giving a 62%-23% margin to belts).

*A cost factor erodes bag support beginning at \$500. At that point (without knowledge of lap belts; we split the survey sample to examine cost and lap belts without biasing the respondents), belts move to a 63%-21% margin. When asked their preference if bags were to cost \$800, bag support drops to 10% (belts 74%, bags 10%).

When the factor of lap belt requirement and cost for bags of \$800 are combined, the hard-core bag support bottoms out at 7% of the population. Interestingly, this small group is composed of two very different subgroups: those who apparently will pay the price for bags almost regardless of cost, and those who are so strongly against belts (and belt laws) that they are for bags in any case.

*Greg Martire of CM & B observes that those who prefer airbags do not make that choice necessarily based on any knowledge--that is, an informed decision. To a large degree this also is strictly anti-belt, since those who said they were familiar with airbags, and those who were not made approximately the same choices.

Tom Hanna
January 6, 1985
Page Three

*Whom do you trust? Every group tested had positive influence on the public in their stand on belt laws. Highest were law enforcement people (34% plus), followed by physicians (29%). Grouped at 25-27% plus were insurance companies, state legislatures, the Governor, auto makers and federal officials. The news media were grouped at 17-19% net plus.

Now for some negatives: Large numbers of people in New York believe safety belts are uncomfortable (58%), a nuisance (44%), might trap you in an accident (47%), and that you can "brace yourself" to reduce injury.

In summary, we find the results to be a major plus in countering opposition arguments, particularly concerning whether people will comply with belt laws, whether they approve of such laws, whether they believe belts save lives and whether, knowing the facts, they would prefer airbags to belt laws.

In the demographic and geographic breakdowns of the survey results, we have considerable information which will be useful to the New York coalition to pinpoint areas of strength and weakness, support and opposition. But the major benefit of the survey at the moment could be the potential for very positive publicity to help gain momentum for the campaigns in other states.

USA says belt laws needed

This story is the national supplement for PAGE 2 of the USA TODAY. Please call me by 4 p.m. today with approval. Thanks.
JEFF
CAPONIGRO
(313) 423-4600

Safety belts and state belt laws emerge as big winners across the USA in a recently completed public opinion poll.

Interviews with 2,000 persons showed:

- * 86 percent believe using belts would save a significant number of lives
- * 68 percent would like to see their state adopt a belt law
- * 88 percent would buckle up always or most of the time if their state adopts a belt law
- * 84 percent want such laws to be strictly enforced
- * By 49 percent to 38 percent, the USA prefers belt laws to mandatory air bags
- * When people are told that air bags still require lap belt usage, the margin jumps to 58 percent for belt law to 28 percent for mandatory air bags. Cost projections for air bags swing the findings even more toward belt laws, pollsters said.

(more)

The survey, conducted by Nordhaus Research, Inc., Farmington Hills, Mich., found that 40 percent of Americans say they never -- or hardly ever -- use safety belts. But only 7 percent -- one person in 14 -- says never or hardly ever to belt usage if it is the law.

By region, belt laws were favored by 70 percent in the East, 60 percent in the Central states, 72 percent in the South and 69 percent in the West.

The polling was conducted by telephone from Dec. 28 through Jan. 7 on behalf of Traffic Safety Now, Inc., which supports enactment of safety belt laws in all states.

#####

THE WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET

SA002

INCOMING

DATE RECEIVED: FEBRUARY 19, 1985

NAME OF CORRESPONDENT: THE HONORABLE ROBERT J. FLICK

SUBJECT: SUGGESTION REGARDING SEAT BELT USE ON
TELEVISION

ROUTE TO: OFFICE/AGENCY (STAFF NAME)	ACTION		DISPOSITION	
	ACT CODE	DATE YY/MM/DD	TYPE RESP	C COMPLETED D YY/MM/DD
ROBERT GLEASON	ORG	85/02/19	LV	A 85/02/26
REFERRAL NOTE: <i>OO Trans</i>	A	85/02/28		A 85/03/12
REFERRAL NOTE:				

COMMENTS:

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: 2200

IA MAIL USER CODES: (A) (B) (C)

*ACTION CODES:	*DISPOSITION CODES:	*OUTGOING	*
*	*	* CORRESPONDENCE:	*
*A-APPROPRIATE ACTION	*A-ANSWERED	*TYPE RESP=INITIALS	*
*C-COMMENT/RECOM	*B-NON-SPEC-REFERRAL	* OF SIGNER	*
*D-DRAFT RESPONSE	*C-COMPLETED	* CODE = A	*
*F-FURNISH FACT SHEET	*S-SUSPENDED	*COMPLETED = DATE OF	*
I-INFO COPY/NO ACT NEC		* OUTGOING	*
*R-DIRECT REPLY W/COPY *			*
*S-FOR-SIGNATURE *			*
*X-INTERIM REPLY *			*

REFER QUESTIONS AND ROUTING UPDATES TO CENTRAL REFERENCE
(ROOM 75, OPOB) EXT. 2590
KEEP THIS WORKSHEET ATTACHED TO THE ORIGINAL INCOMING
LETTER AT ALL TIMES AND SEND COMPLETED RECORD TO RECORDS
MANAGEMENT.

MAR 12 1985

The Honorable Robert J. Flick
Pennsylvania State House of
Representatives
15 North Devon Boulevard
Devon, PA 19333

Dear Mr. Flick:

Your letter to President Reagan has been referred to me for response. My agency is responsible for programs to encourage safety belt use. Like the President and Secretary Dole, I appreciate your interest and your thoughtful suggestion.

People from my agency have met with representatives of the television and motion picture industries as well as a number of advertising agencies to discuss and encourage the type of support that you suggested. A number of producers have begun to show belt use from time to time and some shows have even included references to the benefits of safety belt use in their story lines. Virtually all television commercials produced in the past 1 1/2 years show automobile drivers and passengers wearing belts.

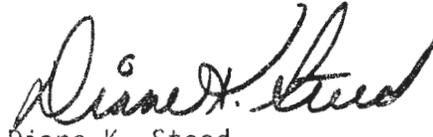
It is interesting that you mentioned the series, "Knight Rider." Part of the premise for that series is that the car "Kitt", protects the Knight Rider with its electronic equipment. The producers, however, are sensitive to the safety belt issue and voluntarily cooperated with us in the production of a television public service announcement (psa) which was released last November. The psa opens with an outside shot of the car, cuts to the electronic dashboard, then to an automobile crash, and back to the dashboard, with all its blinking lights. The voice of the car says, "I am "Kitt", the computer control of this indestructible vehicle. I am programmed to avoid accidents. Unfortunately, you are not. This year you may become one of the millions who will be killed or injured in an automobile accident, unless you take one of these two precautionary measures: Buckle your safety belt, or don't even bother getting in your car." The psa ends with a printed tag line and an announcer's voice saying, "Buckle up. Your life is in your hands."

We felt that this psa partnership was successful in that responses from television stations that aired the message totalled just under \$1 million of air time. Competition for air time is so intense that this figure is significant.

You may wish to express your views and suggestions directly to producers of television series that interest you. It could be most helpful since many of them are anxious to receive audience comments and suggestions. We too will continue to encourage these industries to include belt use in their programming.

Thank you again for your letter and in advance for any help you can lend in support of safety belt use.

Sincerely,



Diane K. Steed

NHTSA:TSP:426-1675:REVISED:DKSTeed:dd:3-12-85:426-1836

JBWhite:mgg:3/6/85

cc: S10PD; S10EB; I/C,

P; A: S10Comeback

S. Kelley

NOA-01 Subj/Chron/DKS

NOA-02 Info

NOA-10 JH/NOA-10 Cameron

NOA-40

NTS-01 Chron/Reagle

NTS-10 Subj/Chron

NTS-10 White/Brownlee

Controls: NHTSA 8503010004

DOT 8502280048

#WP 388

T H E W H I T E H O U S E O F F I C E

REFERRAL

FEBRUARY 28, 1985

TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:
APPROPRIATE ACTION

DESCRIPTION OF INCOMING:

ID: 288877
MEDIA: LETTER, DATED FEBRUARY 12, 1985
TO: PRESIDENT REAGAN
FROM: THE HONORABLE ROBERT J. FLICK
STATE REPRESENTATIVE
PENNSYLVANIA HOUSE OF
REPRESENTATIVES
15 NORTH DEVON BOULEVARD
DEVON PA 19333

SUBJECT: SUGGESTION REGARDING SEAT BELT USE ON
TELEVISION

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 91, THE WHITE HOUSE

ACTION	
is assigned to	
NHTSA	
CONTROL NO.	
8502280048	
SAMIS	S-10

EXERCISE OF AUTHORITY
OF THE PRESIDENT
OF THE UNITED STATES

1985 FEB 28 PM 3:25

OFFICE OF THE
DIRECTOR OF AGENCY LIAISON

SALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE

8503010004

37
ROBERT J. FLICK, MEMBER
15 N. DEVON BOULEVARD
DEVON, PENNSYLVANIA 19333
PHONE: (215) 688-8002

HOUSE POST OFFICE BOX 67
MAIN CAPITOL BUILDING
HARRISBURG, PENNSYLVANIA 17120
PHONE: (717) 787-8579



#288877
COMMITTEES

FINANCE
LABOR RELATIONS
UNEMPLOYMENT COMPENSATION
SUB-COMMITTEE
LIQUOR CONTROL
LEGISLATIVE OFFICE FOR RESEARCH
LIAISON (LORL)

Robert Gleason

**HOUSE OF REPRESENTATIVES
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG**

February 12, 1985

Honorable Ronald W. Reagan
President of the United States
The White House
Washington, DC 20500

Dear Mr. President:

The other evening my family and I were watching "Knight Rider" when my wife made the comment that "you never see anyone on television shows using seat belts". We discussed this for awhile and the thought occurred to me, in light of the importance of using seat belts as well as the Department of Transportation's new awareness program, why couldn't the Motor Picture and Television industry cooperate by at least occasionally showing the stars of the program using seat belts?

With all due respect, might I suggest the Executive Office correspond with major producers in Hollywood to see if they might lend their support. If you feel this suggestion has merit, please share with me your progress.

Best regards.

Sincerely,

A handwritten signature in blue ink that reads "Bob".

Robert J. Flick

RJF/mmg

cc: Elizabeth H. Dole, Secretary
U.S. Department of Transportation

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