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# Memorandum

To : Paul Beck  
Press Secretary  
Governor's Office

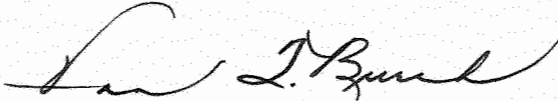
Date: January 30, 1968

Subject: Background Information  
on Traffic Safety

From : **Business and Transportation Agency**  
**Office of the Secretary**  
**1120 N Street, Sacramento, (916) 445-1331**

Attached is background information on California's traffic safety program.

Should you want further information or if you want to discuss any of this,  
call me at 5-4417.



VAN T. BURCH  
Assistant Director  
Alcohol and Traffic Safety

Attachments

### BACKGROUND INFORMATION ON TRAFFIC SAFETY

California's long time role as the leader in the field of highway transportation and safety has not happened by chance. The wisdom of the Legislature in enacting progressive, far-sighted statutes, the desire of the people of California for the best type of highway transportation, the dedicated services of the private sector, including automobile clubs, local safety councils, safety foundations, and professional associations; and the sincere dedication of state and local governmental employees in carrying out established policies have all contributed to this acknowledged leadership.

We shall continue to exercise this leadership role; we shall continue programs designed to educate the driver, to engineer the safest highway possible, and to enforce the laws relating to highway safety.

At my request, legislation has been introduced in this, the 1968 Legislative Session, which would establish a presumption that any automobile driver whose blood alcohol level is in excess of a certain percentage is "under the influence of alcohol". This presumption will apply to all drivers whose blood alcohol content is at .10 or higher. At .05, the presumption will be that there is no impairment caused by alcohol. Between .05 and .10, other evidences will be necessary to substantiate a finding of "under the influence of alcohol". This Administration strongly supports that legislation.

This Administration will seek legislation that will:

- Require postmortem blood alcohol tests on all drivers and adult pedestrians killed in traffic accidents. The tests are current

practice in most California counties; these tests should be required in all counties, to provide uniformity and better data relating to the causes of traffic accidents.

- Require special licensing procedures and special protective equipment for motorcyclists. Operators of motorcycles will be required to be licensed automobile drivers before a motorcycle operator's permit will be issued. Protective clothing to include boots, safety goggles or glasses, and crash helmets will be required of all motorcycle operators.
- Establish a Center for Traffic Safety Research. Such a Center would provide exhaustive and conclusive information regarding traffic accidents. This data can come only from a systematized collection and evaluation of accident causes, frequency, location, and magnitude. The Center should be a joint venture of governmental, private, and independent sectors -- a public, non-profit institution dedicated to seeking not only the causes but the cures for highway accidents and determining the most effective way of saving human lives.
- Continue and expand the survey of emergency medical facilities and services available to our motoring public -- county by county. This survey was authorized by Assembly Bill 2196, 1967 Regular Session. Included in the survey will be the licensing and certification of laboratories, and the establishing of guidelines based on medical data for identification, evaluation, and regulation of medical and other high risk groups of drivers.

- Continue the Study on Drunken Driving (that was initiated by Assembly Bill 2538) to devise a system to reduce accidents and injuries caused by drunk drivers. This Study is being conducted by the University of Southern California and will provide recommendations to the courts, to the Department of Motor Vehicles, and to the Legislature on means of controlling drunk drivers.
- Require certification as to safety of used cars prior to resale. Brakes, lights, steering mechanisms, and safety equipment would have to be certified to be in good working condition by the used car dealer or by a private owner who sells his car.
- Establish a test facility which will develop the most sophisticated automobile inspection system possible. In addition to testing the vehicle for mechanical worthiness, protection for the driver and other occupants, safety devices and design features will be tested for function and potential improvement. At the same time, legislation will be sought that will continue the three and one-half year Study by the California Highway Patrol of the effect and costs of random mandatory motor vehicle inspections. Because of the number of motor vehicles registered in California, annual mandatory inspection costs of each automobile would be prohibitive. The random inspection currently conducted by the California Highway Patrol is a workable and effective means of assuring safe vehicles on our roadways. We believe the random inspection to be a more practical and feasible way than that suggested by the Federal Government.

This Administration is also considering legislation which would provide uniformity in statewide reporting and locating accidents and uniformity in accident reporting forms. Each locality has a different way of reporting traffic accidents and uses different forms for this reporting. The differences in form and methodology constitute an unmanageable method of compiling statistics on accidents. The differences in locating procedures unnecessarily delay the rendering of medical and emergency care to accident victims. Standard forms and procedures should be used statewide.

Also under consideration is legislation which would grant immunity from future court action to accredited accident investigators and legislation which would allow the impounding of vehicles involved in fatal and serious injury accidents. Accredited accident investigators should not be submitted to civil or criminal action as a result of their involvement in investigations. Immunity similar to that granted to Communicable Disease Investigators should be given accident investigators. Vehicles involved in fatal and serious injury accidents should be studied for mechanical failure and vehicle contributions to the accidents. There is no authority, at the present time, by which these vehicles can be impounded.

California, with the largest population, the most cars, and the most drivers, should have additional representation on the National Highway Safety Advisory Committee. While many states have two representatives, several have three, and Illinois has four, California has only one. A Joint Resolution from the Legislature should be directed to the President, asking that California be truly represented.

# REQUEST FOR APPROVAL OF PROPOSED DEPARTMENTAL LEGISLATION

Department:

Department of Motor Vehicles

Agency:

Business & Transportation

Bill Control No.

## Implied Consent

Description:

Change Sections 13353-13354 V.C. to require:

1. That the licensee submit to and complete the tests. Drivers are presently required only to submit to the tests. If the driver is unable to perform or complete the test of his choice he would be required under this proposal to select either of the two alternative tests that can be performed and completed.

2. That any person who is incapable of indicating a refusal by either words or actions shall be deemed not to have withdrawn consent.

3. That the four issues to be heard under the law also be covered by the officer's statement. Presently only two issues are required in the officer's statement.

4. That the reference to holding a hearing within 15 days be deleted. This time span is usually impossible to meet.

5. That the reference to giving notice be changed to comply with Section 23.

Need:

6. That the officer's statement be made on a form furnished or approved by the department and that it be admissible as evidence.

7. That hospitals as well as physicians, nurses and technicians be exempt from liability as a result of the proper administering of a blood test when requested in writing by a peace officer.

Need:

To overcome objections from courts, enforcement agencies, attorneys, hearing officers and hospitals.

UNDER STUDY

Fiscal Impact:

These changes would produce some savings in the cost of administering the Implied Consent Law.

Legislative History:

Suggested Author:

Assemblyman W. Craig Biddle

Gov. Off. Use

*W. Craig Biddle*

1-10-68



Subject:	Agency:	Bill Control No.
	Business & Transportation	B 108
e: Certified inspection and repair of safety equipment on used cars by dealers prior to resale.		

dition: Legislation would require that used cars be inspected, repaired and certified as safe as a condition of sale.

Automobile dealers should be required to issue the buyer of every used car a certificate of safety -- stating that certain specified equipment has been inspected and is (a) either in safe operating condition or (b) has been replaced by safe components. The certificate would include a check list of items included in the safety inspection (lights, brakes, glass, windshield wiper and blades, etc.); these items to be determined by the California Highway Patrol.

The certificate would be issued under penalty of loss of license should the dealer make false or misleading statements regarding the safe condition of the vehicle. If a buyer felt he had a complaint, he would bring it to the attention of the Department of Motor Vehicles dealer licensing division for proper review and action.

*file*

3:

The State should act to insure that, insofar as possible, unsafe vehicles be kept off public streets and highways. Many older vehicles are not in safe mechanical condition; quite a few of the older cars are traded in and resold and operated on our highways as used cars. This provides a key point for safety checks.

and Impact:

Relative History:

Suggested Author:		Gov. Off. Use	
Date	G.C. Lucey Maurice Smallman	Date	12/20
Date	Agency Fund:	Date	



FURNISH

Agency:

Bill Control No.

Business &amp; Transportation

B 107

Creation of an advance (pilot) facility for development of on-site passenger veh. inspection system (ref. Gov's address before Traffic Safety Conference, Dec. 14, 1967).

Legislation be drafted and supported which would establish a pilot facility to develop the criteria for on-site inspection installations. These criteria would include the various standards and types of tests and testing equipment which would be recommended to the legislature for approval and enactment, including licensing requirements for those garages and stations which seek to qualify as official vehicle inspection stations.

The test facilities would be located at and operated by the Institute of Traffic and Transportation Engineering (ITTE), Richmond Field Station, U.C. (Berkeley). Legislation would not only appropriate from the Motor Vehicle Fund certain funds for the test facility but also permit the receipt of grants, contracts and other assistance from the private and independent sectors to help finance the project.

The random mandatory vehicle inspection program, as presently being conducted by the California Highway Patrol, would be continued pending the completion of the test project.

Many of the vehicles on California's roads and highways are unsafe due to mechanical deficiencies. The State has a responsibility to require that these vehicles be put in safe condition or be removed from the public roads. This responsibility becomes more imperative as speeds increase and traffic becomes more congested.

The Federal Government has made periodic vehicle inspection compulsory under the federal highway safety standards it is promulgating. It has granted California a temporary waiver so that we can continue our random, mandatory roadside vehicle inspection on the basis of a demonstration project. However, there is little question that the federal government will not continue this waiver indefinitely; furthermore, it is doubtful that roadside inspection, of itself, is capable of completing the thorough safety analysis which is essential for today's complex automobiles.

There is, therefore, a need for California to develop a meaningful and sophisticated on-site vehicle inspection system. Inspection systems in operation in other states do not fill the need and leave much to be desired in terms of effective and efficient inspection; many systems leave the motorist easy prey to the unscrupulous and unqualified mechanic.

We should move now to establish a test facility to develop a meaningful, sophisticated inspection system utilizing all available technological knowledge available from the aero space and automotive industries, plus the sciences of electronic analysis and digital computers.

(Cont'd next page)

Lead Agent:

Prof. Harmer Davis, ITTE, has been asked to present a prospectus on the project, including time and funds necessary.

Legislative History:

Submitted Author:

Gov. Off. Use

Date

G.C. Lucey  
Mare S. Lucey

Date

12/26/67

Need: (Cont'd)

Such an innovative system would protect the California motorist from the harrassment of an expensive and relatively meaningless (and often misleading) vehicle inspection, would protect the motorist from the unscrupulous garage, reduce the amount of expense, time and inconvenience involved in vehicles inspection, and would also accomplish the primary aim which is to keep as many unsafe vehicles as possible off the road.

By engaging now in the development of a sophisticated, meaningful inspection system we will be ready when the federal government cancels its waiver, and will provide our people with the most advanced and beneficial vehicle inspection program in the nation.

## REQUEST FOR APPROVAL OF PROPOSED LEGISLATION

Subject:	Agency:	Bill Number:
	BUSINESS AND TRANSPORTATION	B106
Title: POST-MORTEM BLOOD EXAMINATION IN VEHICLE RELATED DEATHS		

Requires the coroner or his appointed deputy when notified of a death occurring while the deceased was driving or riding in a motor vehicle, or as a result of the deceased being struck by a motor vehicle, to take a blood sample from the body and to make chemical tests to determine the alcoholic content, if any, of the body.

Most counties conduct such tests now however unless all counties conduct such tests statistical validity of research is impaired.

Legal Impact:

None

Legislative History:

Proposed similar to Bear's AB 818 (1967) which is attached.

Legislative Action:

Gov. Off. Use

Date

Approved by  
M. S. S. S.

Date

12/26

ASSEMBLY BILL

No. 818

Introduced by Assemblyman Bear

February 28, 1967

REFERRED TO COMMITTEE ON PUBLIC HEALTH

*An act to add Section 27491.25 to the Government Code and to add Section 7303 to the Health and Safety Code, relating to dead bodies.*

*The people of the State of California do enact as follows:*

- 1 SECTION 1. Section 27491.25 is added to the Government
- 2 Code, to read:
- 3 27491.25. The coroner, or his appointed deputy, on being
- 4 notified of a death occurring while the deceased was driving

LEGISLATIVE COUNSEL'S DIGEST

AB 818, as introduced, Bear (Pub.H.). Dead bodies.

Adds Sec. 27491.25, Gov.C., adds Sec. 7303, H. & S.C.

Requires the coroner or his appointed deputy when notified of a death occurring while the deceased was driving or riding in a motor vehicle, or as a result of the deceased being struck by a motor vehicle, to take a blood sample from the body and to make chemical tests to determine the alcoholic content, if any, of the body. Makes provisions inapplicable to bodies of persons under the age of 15 years unless the surrounding circumstances indicate the possibility of alcoholic consumption, or when the death has occurred more than 24 hours after the accident.

Requires the retention and preservation of the blood sample for a one-year period if the deceased has a history of drug usage or there is any indication of drug usage for the purpose of determining the presence of sedatives, tranquilizers, antihistamines, or stimulants.

Prohibits an embalmer embalming a human body when he has information reasonably indicating the death has occurred while the deceased was driving or riding in a motor vehicle, or as a result of the deceased being struck by a motor vehicle, until permission of the coroner, his appointed deputy, or a judge in the county, if there is no coroner, has been obtained.

Vote—Majority; Appropriation—No; State Expense—No.

1 or riding in a motor vehicle, or as a result of the deceased  
2 being struck by a motor vehicle, shall take a blood sample  
3 from the body of the deceased before it has been prepared for  
4 burial and make appropriate related chemical tests to de-  
5 termine the alcoholic content, if any, of the body.

6 The detailed medical findings, resulting from such an ex-  
7 amination, shall either be reduced to writing or permanently  
8 preserved on recording discs or other similar recording media  
9 and shall include all positive and negative findings pertinent  
10 to the presence or absence of any alcoholic content.

11 This section shall not apply to the testing of deceased per-  
12 sons under the age of 15 years, unless the surrounding cir-  
13 cumstances indicate the possibility of alcoholic consumption,  
14 nor shall it apply when the death has occurred more than 24  
15 hours after the accident.

16 The blood sample shall be retained and preserved for a one-  
17 year period, if the deceased has a history of drug usage or  
18 if there is any indication of drug usage for the purpose of  
19 taking tests to determine the presence of sedatives, tranquil-  
20 izers, antihistamines, or stimulants.

21 SEC. 2. Section 7303 is added to the Health and Safety  
22 Code, to read:

23 7303. No embalmer shall embalm a dead human body when  
24 he has information reasonably indicating the death has oc-  
25 curred while the deceased was driving or riding in a motor  
26 vehicle, or as a result of the deceased being struck by a motor  
27 vehicle, until permission of the coroner, his appointed deputy  
28 coroner, or a judge in the county, if there is no coroner, has  
29 been obtained.

Description:  
Establishes rebuttal presumption that a person with a 0.10 blood alcohol rating is under the influence of an intoxicating liquor. Persons with rating of 0.05 or less are presumed sober. Where the test results are between 0.05 and 0.10 no presumption arises and the rating is treated merely as evidentiary along with other facts such as slurred speech, etc.

3:  
Alcohol - the "had been drinking driver" is involved in approximately 35% of all fatal accidents in California. This means that between 1,500 and 2,000 people died in automobile accidents because of alcohol affected drivers. More effective enforcement tools is one means of reducing this toll.

Utilization of these nationally recognized standards will help provide an objective standard for intoxication thereby assuring dismissals and convictions on an equal basis (i.e. we would not be as dependant upon the quality or whims of jury, court, prosecution or defense). The accused's right to due process is protected by his opportunity to rebut the presumption and show that a 0.10 rating did not mean drunkenness in his case.

Legal Impact:  
NONE

Legislative History:  
Senator Collier's SB 41 (1965), which is attached, attempted to establish similar presumption.

Suggested Analysis:			Gov. Off. Use
	Date	G.C. Wozniak Maurice S. Sullivan	Date 12/26
Lead:	Date	Agency Head:	Date



SENATE BILL

No. 41

Introduced by Senator Collier

January 7, 1965

REFERRED TO COMMITTEE ON JUDICIARY

*An act to add Section 23126 to the Vehicle Code, relating to drunk driving.*

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 23126 is added to the Vehicle Code, to  
2 read:

3 23126. (a) Upon the trial of any civil or criminal action  
4 or proceeding *preliminary proceeding in a criminal action*  
5 arising out of acts alleged to have been committed by any per-  
6 son while driving or in actual physical control of a vehicle  
7 while under the influence of intoxicating liquor, the amount of  
8 alcohol in the person's blood at the time alleged as shown by  
9 chemical analysis of his blood, breath, or urine, or other bodily  
10 substance shall give rise to the following presumptions:

11 (1) If there was at that time 0.05 percent or less by weight  
12 of alcohol in the person's blood, it shall be presumed that  
13 the person was not under the influence of intoxicating liquor.

14 (2) If there was at that time in excess of 0.05 percent but  
15 less than 0.10 percent by weight of alcohol in the person's  
16 blood, such fact shall not give rise to any presumption that  
17 the person was or was not under the influence of intoxicating  
18 liquor, but such fact may be considered with other competent  
19 evidence in determining whether the person was under the  
20 influence of intoxicating liquor.

21 (3) If there was at that time 0.10 percent or more by weight  
22 of alcohol in the person's blood, it shall be presumed that the  
23 person was under the influence of intoxicating liquor.

24 ~~(4)~~

25 (b) Percent by weight of alcohol in the blood shall be based  
26 upon milligrams *grams* of alcohol per 100 cubic centimeters of  
27 blood.



1 ~~(5)~~  
2 (c) The foregoing provisions shall not be construed as lim-  
3 iting the introduction of any other competent evidence bear-  
4 ing upon the question whether the person was under the in-  
5 fluence of intoxicating liquor.

6 ~~(b)~~  
7 (d) Only a physician, registered nurse or qualified labora-  
8 tory technician acting at the request of a peace officer may  
9 withdraw blood for the purpose of determining the alcoholic  
10 content therein. This limitation shall not apply to the taking  
11 of breath or urine specimens.

12 ~~(e)~~  
13 (e) The person tested may, at his own expense, have a  
14 physician, registered nurse or, qualified laboratory technician,  
15 or any other person of his own choosing administer a chemical  
16 test, in addition to any administered at the direction of  
17 a peace officer, for the purpose of determining the amount of  
18 alcohol in his blood at the time alleged as shown by chemical  
19 analysis of his blood, breath or urine. The failure or inability  
20 to obtain an additional test by a person shall not preclude the  
21 admission of the test taken at the direction of a peace officer.

22 ~~(d)~~  
23 (f) Upon the request of the person tested full information  
24 concerning the test taken at the direction of the peace officer  
25 shall be made available to him or his attorney.

26 (g) No physician, registered nurse or qualified laboratory  
27 technician shall incur any civil or criminal liability as a result  
28 of the proper administering of a blood test when requested by a  
29 peace officer to administer such a test.

Subject:

Agency:

Bill Control No.

Business &amp; Transportation

Creation of a Calif. Center for Traffic Safety Research (ref. v's address before Traffic Safety Conference, Dec. 14, 1967).

B104

Legislation should be drafted and sponsored which would create a public, non-profit corporation to be known as the California Center for Traffic Safety Research. The Center to be administered by a Board of Directors appointed by the Governor from specified areas of society and for specified terms. The directors the departments of Motor Vehicles, Public Works and the Highway Patrol should be members of the board, among others. The Governor, Secretary of Business and Transportation, and the chairmen of the Assembly Transportation and Commerce Committee and the Senate Transportation Committee should be ex officio members of the Board.

The Center would be administered by a staff authorized by the Board and under the operational direction of a President or Executive Vice President and General Manager as designated by the Board.

The Center should acquire and operate certain physical facilities and equipment as determined by the Board and approved by the Legislature. These facilities would include buildings, equipment, and sufficient ground to provide test tracks, crash pads, and road material testing lanes.

(Cont'd next page)

The traffic accident is the number one killer of our citizens under 21 years of age; the number two killer of citizens between 21 and 25 years of age and the fourth major cause of death in the nation. Last year in California 4,830 citizens were killed and 230,000 injured on our highways. The figures for 1967 will be approximately the same.

Research in traffic safety is (a) woefully inadequate and (b) presently uncoordinated and scattered. We are not getting the largest possible cost-benefit from our research dollar. Much of the purpose and validity of the research now in progress can be challenged and many of the serious (pressing) problems in traffic safety are not being professionally researched. We have spent much to catalogue causes, far too little to conceive the cures. We are not utilizing the latest findings in the various disciplines (medical and behavioral sciences, for example).

If we are to have any measurable impact on traffic death and accident rates, we must achieve a meaningful interaction between the various factors involved in traffic safety research; human factors (stress-reaction driver training, training and motivation); mechanical factors (the vehicle, its components and equipment, vehicle trauma); roadway design and engineering (including furniture), and the entire area of communications.

California, with more cars, more drivers, more roads -- and more traffic deaths -- than any other state, should take the lead in developing such a coordinated, interacting and sophisticated traffic research program.

(Cont'd next page)

No firm estimate is available at present. No general fund would be used however, with state contribution coming from Motor Vehicle Fund. It anticipated that private and independent sectors will provide a significant share.

Legislative History:

Suggested Author:

Gov. Off. Use

Date

G.C. Howe  
by Mary S. S. S.

Date

12/26

Description: (Cont'd)

The Center should be affiliated with the University of California; however, the Center is not to be under the jurisdiction of the Board of Regents of the University, or any Chancellor; it must be kept free and apart from academia. Perhaps a member of the Board of Regents should be appointed to the Center's Board of Directors.

The Board of Directors of the Center should be empowered to accept grants, gifts and bequests and authorized to enter into contracts with public, private and independent agencies.

The departments of the Center shall include but not be limited to: human factors (medical and behavioral and communications sciences); mechanical factors (the vehicle and its equipment), and roadway (design, engineering and testing).

Need: (Cont'd)

Through the creation of a centralized and coordinated research center we can achieve new breakthroughs and at the same time acquire a greater cost-benefit ratio for our research dollar.

Through a public, non-profit corporation, we can engage in accelerated research efforts at less cost and greater benefits to our citizens.

Such a public, non-profit corporation -- affiliated with but not under the jurisdiction of the University of California -- would achieve great prestige and effectiveness and would attract sizeable contracts from the private and independent sectors (automobile and automobile parts manufacturers, insurance associations, etc.) as well as governmental agencies. (This year, for example, we turned down several contracts offered to us by the Federal Highway Safety Administration -- one on driver licensing techniques and one on motorcycle safety. Governmental red-tape and intergovernmental contract problems made it impossible to complete the projects within the specified time. A public corporation, as suggested, could accept such contracts.)

There is the possibility of federal grants for the establishment of such a research center; however, the Center should be created with or without such funds.

A meeting is being held on Jan. 11, with representatives of various agencies and the University of California and the ITTE to discuss the problems involved such as funding, facilities, staff, etc. Following that session we shall be in a better position to present suggestions as to necessary appropriations, funding, etc.)

## REQUEST FOR API JVAL OF PROPOSED DEPARTMENTAL LEGISLATION

Department: California Highway Patrol	Agency: Business and Transportation	Bill Control No.  B-30
Title: An act to amend Section 34500 of the Vehicle Code relating to vehicles subject to CHP regulation.		
Description:		

Provides for regulation of two-axle trucks coupled with a semitrailer, or pole or pipe dolly as well as two axle trucks coupled with a trailer. Adds subdivision (f) to allow the Department to regulate two-axle trucks transporting hazardous materials.

RECEIVED

DEC 19 1967

Transportation  
AgencyNeed:

This amendment closes the gap which was inadvertently left in the original legislation. The existing section does not cover a two-axle truck when pulling a pole, pipe or logging dolly or when pulling a semitrailer which is very common in the transportation of automobiles. The addition of subdivision (f) will make two-axle trucks while transporting dangerous materials subject to the Department of Transportation regulations for the transportation of subject material, and which applies now to all interstate traffic and all intrastate traffic except two-axle trucks.

Fiscal Impact:

Since both amendments can be covered with a single printing of an amended regulation, the cost to the Department should not exceed \$400.

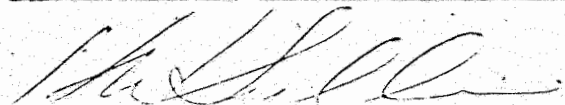
Legislative History:

There has been no previous bill amending this section in this manner.

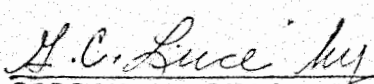
Suggested Author:

Any member of either Transportation Committee.

Gov. Off. Use

  
H. W. SULLIVAN, Commissioner  
California Highway Patrol

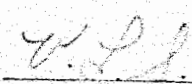
Date

 Marc Sands from  
GORDON C. LUCE, Secretary  
Business and Transportation Agency

NOV 7 1967

Date

APPROVED FOR  
INTRODUCTION

  
Gov. Office  
Date: 12-14

The following recommendations are made for 1968 Legislative Change:

Amend Section 34500:

34500. The Department of the California Highway Patrol shall regulate the safe operation of the following vehicles:

(a) Motor trucks of three or more axles.

(b) Truck tractors.

(c) Buses.

(d) Trailers, semitrailers, pole or pipe dollies, auxiliary dollies and logging dollies used in combination with (a), (b), or (c) above.

(e) Combinations of a two-axle truck and trailer or semitrailer equipped with auxiliary dolly; coupled together; exceeding a total length of 40 feet.

Two-axle trucks when coupled either with a trailer; or a semitrailer with or without an auxiliary dolly; or a pole, pipe, or logging dolly and exceeding a combined length of 40 feet.

Add Section 34500:

(f) Two-axle trucks transporting materials defined and classified as hazardous by the United States Department of Transportation (49CFR, Parts 172 and 173) shall be subject only to those regulations relating to such materials which are adopted by the department in accordance with Section <sup>34501</sup>~~34501~~ of this division.



AUTOMOBILES AND TRUCKS IN CALIFORNIA

There are 10,073,260 licensed vehicles in California  
(not including motorcycles or trailers)

(This is more than any other State --  
and fifth in the world after the U.S.,  
the United Kingdom, West Germany and  
Switzerland.)

There are 8,650,200 passenger cars registered in California ...  
... that's 88.4 cars for every mile of surfaced  
road in the State.

(If all the cars in California were parked end to  
end, they would extend for more than 20,000 miles --  
or, they would make the greatest traffic jam in  
history: eight lanes of bumper-to-bumper traffic  
stretching from New York to Los Angeles.)

Incidentally, there are 4,550,000 licensed passenger cars  
in Los Angeles county, alone.

That's 264 vehicles for every mile of surfaced  
road in the county ... and, if you've ever tried  
to drive in Los Angeles at five o'clock in the  
afternoon, you know what that means.



## THE AUTOMOBILE AND MODERN CALIFORNIA

Obviously California, more than any other State, is a state of wheels.

But, more importantly, modern California is -- in many ways -- a creation of the automobile.

The car -- and the truck -- has permitted us to develop our "horizontal cities" -- our spread-out, far-flung suburbs. The tremendous out-reach of Los Angeles (a conglomeration of suburbs tied together by freeways) and the fingers of living that stretch north, east and south from San Francisco ... these would not be if it were not for the automobile.

The automobile has enabled our people to pursue the California way of life -- to break away from the old, cramped ways when city life was pretty much compressed into long strips along the railroad and major highway right-of-ways.

Because of the automobile, we have substituted the suburbs for the warrens of imploded, high density, vertical cities.

Thus, the automobile seems to be not only an extension of the individual, his self, his legs, his feet -- his vision; the automobile is in fact an extension of a growing, searching and vigorous society.

## EMPLOYMENT IN AUTOMOTIVE INDUSTRY, CALIFORNIA

5.3% of all employment in California is in some way directly related to the automotive industry.

The wages and salaries paid to these individuals accounts for 5% of the total wages of all industries.... and, 10% of the total personal income in California in 1966.

### Manufacturing

- 30,000 employees in 37 automobile plants, warehouses and laboratories in California ...

... with a total annual payroll of \$203 million.

(Approximately 10 percent of the motor vehicles in the U.S. are assembled in California.)

### Sales and Services (Automobiles, Trucks, Parts, etc.)

One out of every six of our business firms in California is in the automotive business. We have ...

... 2,500 franchised automobile dealers  
employing 66,000 persons,

... 25,000 automotive retail establishments.

The total auto sales and service employment in California is about 250,000 with an annual payroll of more than \$700 million.

-- 16% of all retail employment and 21% of all retail payroll is in this field.

And, 22% of our total State revenues come from motor vehicle users taxes.

## HIGHWAY SAFETY

### Key Points in Governor Reagan's Safety Program

All out campaign to rehabilitate or remove the chronic alcoholic driver from our highways (AB 2538, passed in 1967). Pace-setting demonstration project involving government agencies at all levels, and working with private sectors and medical and education professions.

Presumptive limits law -- part of Governor's 1968 safety program in legislature.

Improved and expanded driver education and training program in secondary schools. (In cooperation with automotive and insurance industries, Governor's Committee on Traffic Safety sponsored the first Teenage Safety Drive in the nation -- 30 kids from all parts of the State, driving from Sacramento to Los Angeles. Perfect record; real success.)

Improved and expanded first aid training for peace officers; in-depth survey of existing emergency medical services available to motorists; pilot study on use of helicopters for roadside emergency medical service. (Part of Governor's package in 1967).

Accelerated program to improve safety design of highways and highway furniture -- turning hardware into software (new types of light posts, sign posts, etc., which bend, break or shatter more easily, thus reducing structural damage to driver, passengers and vehicle).

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Highway Safety (cont.)

Elimination of red tape and waste enabled California to up-date some \$100 million in highway construction -- used these funds for concrete and steel instead of red tape and paper shuffling.

Called for establishment of a California Center for Traffic Safety Research -- a joint effort by government and private sector to probe not only the causes but the cure of highway accidents. (1968 legislature).

Call for a pilot facility to develop the most sophisticated and effective vehicle inspection system in America. (1968)

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## VEHICLE INSPECTION SYSTEM

California and the Federal Government

In recent years, the Federal government has become increasingly concerned about highway safety. California, like many states, has been concerned and active in this field for many years.

We welcome Federal participation as long as it is directed toward partnership -- and not pre-emption.

We trust that the Federal government, like we, will base its activities on constructive effort, facts, and solid research. Hysteria and political expediency -- these are no answer to highway safety.

One of the areas in which we -- and you -- are greatly concerned is the matter of passenger vehicle inspection.

In California, at the present time, we have what is known as the random mandatory inspection system. Through this program, our Highway Patrol conducts frequent and unannounced roadside vehicle inspections. Over a period of a year, these inspections check approximately 10 percent of our passenger cars.

At the time the Federal government announced their highway safety standards -- including a standard for periodic vehicle inspection -- we requested, and received, approval to continue our random system on a demonstration project basis. We are continuing that program.

At the same time, we are also embarked on a program to develop the most sophisticated, intelligent and effective vehicle inspection system in the nation. This year, if the legislature permits, we hope to start on a pilot inspection facility -- a model station which can lead the way to an honest, meaningful, practical and economical system.

## Vehicle Inspection System (cont.)

We will do this in cooperation with our own research agencies and in cooperation with the automotive industry. The system will utilize the wide experience of the automobile manufacturers in their installation of sophisticated quality control systems; and, the system will embrace the latest techniques in analytical equipment, electronic and computer sciences.

Based on our work with the automotive industry to date -- we are confident that within a short period of time we can offer our motorists -- your customers -- an inspection program that will be of real value ... saving lives, preventing accidents, avoiding property loss.

We look forward to the day when cars will be equipped with built-in sensor components which will permit quick and comprehensive safety inspections.

And, may I say that California's vehicle inspection system should be licensed and operated under the free, competitive enterprise philosophy. The State does have a responsibility to keep its highways as safe as possible -- but, it should not be in the business of running garages.

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## 1968 GOVERNOR'S GOALS

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### TRAFFIC SAFETY

#### ALCOHOLIC DRIVERS

Seek a "presumptive limits" law which would establish that blood-alcohol contents which exceed a certain level mean that the driver in question is presumed to be under the influence of alcohol; all presumptions would be rebuttable in court.

Amend the Coroner law to require, in all counties, post mortem blood-alcohol tests on all drivers and adult pedestrians killed in traffic accidents so as to have information available for research.

#### MOTORCYCLE SAFETY

Endorse and support legislation requiring special licensing procedures and special protective equipment for motorcyclists.

#### SCHOOL DRIVER EDUCATION TRAINING

Oppose any attempts to weaken program; work to improve quality and extend of this program until every school district conducts a meaningful, well-directed and effective program.

#### LICENSING PROCEDURES

Study possibility of permitting schools to certify students as meeting the requirements for drivers' licenses.

Study possibility of automatically renewing "good" drivers' licenses by mail while requiring "poor" drivers to appear in person for written and driving tests.

#### EMERGENCY MEDICAL CARE

Implement provisions of 1967 law increasing first aid training for sheriffs, deputies, policemen and firemen.

Continue survey now in progress of emergency medical facilities and services currently available; implement survey recommendations to provide proper facilities throughout the state.



VEHICLE REGISTRATION STANDARDS

Continue California Highway Patrol random mandatory inspection program.

Develop an on-site vehicle inspection system.

HIGHWAY PLANNING AND DESIGN

Press for proper share of federal transportation funds to continue planning and design research.

Continue making administrative economies in departments which operate on motor vehicle and gas tax funds so that money will be spent on concrete and steel instead of red tape.

INVOLVEMENT OF PRIVATE AND INDEPENDENT SECTORS

Press for establishment of the California Center for Traffic Safety Research, a joint government, private- and independent-sector venture. As a public, non-profit institution, this could be funded with monies already being spent in an uncoordinated way, plus monies from contracts and grants from private organizations and companies. It would seek not only the causes, but also the cures, for highway accidents and would promote studies of the vehicle, the road and the driver.

Welcome federal participation in the area of increasing traffic safety as long as this effort was directed toward partnership and not pre-emption.