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DOCUMENT NO. & TYPE	SUBJECT/TITLE	DATE	RESTRICTION
1. information ppr	re Terrance Brown (page 2, partial)	n.d.	B6
2. resume	re T. Brown (page 1, partial)	n.d.	B6

RESTRICTIONS

- B-1 National security classified information [(b)(1) of the FOIA].
- B-2 Release could disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA].
- B-3 Release would violate a Federal statute [(b)(3) of the FOIA].
- B-4 Release would disclose trade secrets or confidential commercial or financial information [(b)(4) of the FOIA].
- B-6 Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA].
- B-7 Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA].
- B-7a Release could reasonably be expected to interfere with enforcement proceedings [(b)(7)(A) of the FOIA].
- B-7b Release would deprive an individual of the right to a fair trial or impartial adjudication [(b)(7)(B) of the FOIA].
- B-7c Release could reasonably be expected to cause unwarranted invasion or privacy [(b)(7)(C) of the FOIA].
- B-7d Release could reasonably be expected to disclose the identity of a confidential source [(b)(7)(D) of the FOIA].
- B-7e Release would disclose techniques or procedures for law enforcement investigations or prosecutions or would disclose guidelines which could reasonably be expected to risk circumvention of the law [(b)(7)(E) of the FOIA].
- B-7f Release could reasonably be expected to endanger the life or physical safety of any individual [(b)(7)(F) of the FOIA].
- B-8 Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA].
- B-9 Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA].

C. Closed in accordance with restrictions contained in donor's deed of gift.



OFFICE OF
THE ADMINISTRATOR

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

Brown, Boyce R.

OCT 18 1982

IN REPLY REFER TO: HEV-11

Mr. Boyce R. Brown, Jr.
1164 Bishop Street
Suite 1102
Honolulu, Hawaii 96813

Dear Mr. Brown:

Thank you for your May 4 letter concerning the proposed construction of Interstate H-3 in Hawaii. Since the Federal Highway Administration (FHWA) has the responsibility for conducting the Federal-aid highway program, we were recently asked to respond directly to you concerning this project on behalf of Chief of Staff and Assistant to the President James Baker.

As you have correctly noted in your letter, this project has been in litigation for many years. It has also been studied and evaluated since its inception, which spans several administrations. In addition, as recently as April 1982, the U.S. District Court found that the North Halawa Valley final supplement to the H-3 environmental impact statement (EIS) demonstrated the need for an improvement in trans-Koolau transportation. The H-3 project was approved for inclusion in the national system of Interstate highways in August 1960 after completion of the "Report on Extension of National System of Interstate and Defense Highways within Alaska and Hawaii." This report was subsequently accepted by Congress and enabling legislation was enacted. Its continued development over the years has not been, nor is it now, a partisan political issue. Let me assure you that a great deal of consideration and study went into the H-3 decisions and this same consideration will be given in future project development.

The latest (1982) construction costs as presented in the final second supplement to the H-3 environmental impact/Section 4(f) statement are estimated to be \$580 million, and construction is expected to be completed in 1991. We acknowledge that the rate of inflation may play a significant role in the final total cost of the project; however, due to the many factors that are involved, any present-day projection of final total cost is subject to change. For example, the highway construction cost index for the past 2 years has declined by nearly 13 percent.

The H-3 project is to be constructed with funds appropriated by the Congress and apportioned by formula, rather than with discretionary grant funds. For this reason, inflationary increases in overall project cost could not be used as a basis for withholding future project approvals. Project costs are, however, an important consideration in determining project concepts and specific design features.

You correctly state that the supplemental environmental impact/Section 4(f) statement was approved in late 1980. However, due to the U.S. District Courts' ruling, a second supplemental EIS was required. This document was approved on September 28, 1982. During the preparation of the most recent environmental document, past documents were reevaluated. It was determined that the data upon which other alternatives are proposed for rejection are still current and the present proposal continues to be a viable project. It was also determined that traffic system management, increased vehicle occupancy, and better public transportation services will not solve the problem of handling increasing local peak period travel demand.

Numerous reports and studies have been conducted concerning the collocation of the highway and the Coast Guard Omega Station. The final second supplement evaluated these studies and demonstrated that, with proper shielding and other precautions, this project presents no critical safety hazards to either construction workers or to the general motoring public and that risks to the public health and welfare will be small.

Again, let me assure you that the FHWA will continue to monitor the development of this project to assure compliance with all rules, regulations, and legislative directives.

Sincerely yours,

L. P. Lamm
Deputy Administrator

cc: Mr. James W. Cicconi
Special Assistant to the President

THE WHITE HOUSE
WASHINGTON

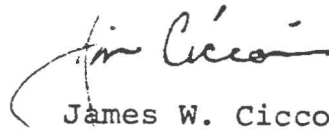
October 1, 1982

Dear Ken:

Enclosed is the letter I mentioned in our telephone conversation. We would appreciate it if your Department would respond directly to Mr. Brown on Jim Baker's behalf.

Thanks again for your help.

Sincerely,



James W. Cicconi
Special Assistant to the
President

Mr. Kenneth Klinge
Office of the Secretary
Department of Transportation
400 7th Street, S.W.
Room 10200
Washington, D. C. 20590

1164 Bishop Street
Suite 1102
Honolulu, HI 96813
May 4, 1982

Gentlemen:

The purpose of this letter is to bring to your attention an incredibly expensive and wasteful project which the U. S. Department of Transportation proposes to permit at the same time that the Reagan administration is trying to get a handle on government spending. In fairness it should be said that the commitment to build this project was made by the Carter administration in a series of "midnight hour" approvals before leaving office.

First, let me briefly describe the project in question. Interstate Highway H-3 is a proposed "interstate" highway intended to be a third four-lane highway connecting the windward and leeward sides of Oahu (the island which in its entirety comprises the City and County of Honolulu). This highway is to be 10.7 miles long and includes two tunnels through the Ko'olau mountain range, each of which is one mile long.

The Department of Transportation of the State of Hawaii has stated that the cost to build this highway will be \$386,152,000. However, this figure is very misleading since it is based on 1979 costs for the roadway construction (\$242,201,000) and 1977 costs for tunnel construction (\$127,371,000) and an unspecified base year for calculating the cost of right-of-way acquisition (\$16,580,000). 1/ By referring to Federal Highway Administration (FHWA) Construction Cost Indexes, 2/ if the 1977 costs are adjusted to reflect cost increases between 1977 and 1979 (35%), the cost in 1979 dollars for the tunnels increases by \$44,579,850 to \$171,950,850 for a total project cost adjusted to 1979 dollars of:

roadway construction	\$242,201,000
tunnel construction	171,950,000
right-of-way	<u>16,580,000</u>
TOTAL	\$430,731,000

Between 1979 and the end of the second quarter of 1980, the last year for which the FHWA Construction Cost Index is available to me, costs for highway construction increased by another 22%, an increase of \$133,537,800 for a total project cost of \$564,268,000 expressed in mid-1980 dollars.

The Hawaii State highway department currently projects a highly optimistic completion date for H-3 of 1989 3/ . Every previous estimate which the highway department made indicated at least nine years would be necessary to complete construction of H-3 in North Halawa Valley. 4/ If

that is true, then completion would not be before mid-1991. Assuming, as we all hope, that President Reagan will successfully slow down the rate of inflation to as little as 8 percent per annum, based upon calculation used by the Hawaii Department of Transportation in previous estimates, the cost of the highway would escalate another sixty percent, adding an additional \$338.5 million to the cost of the highway for a total of \$902.8 million. 5/ If inflation exceeds 8%, the cost will top one billion dollars. Since 1973 the average rate of inflation in the highway construction industry (as measured by FHWA's Bid Price Index) has been 12.5% a year--a pace that doubles cost every six years. 6/ If inflation continues at its historical rate, one billion dollars may turn out to be a conservative estimate of the cost of H-3.

A billion dollars is an unconscionable amount of money to spend to construct a highway which will serve windward Oahu, a Honolulu bedroom community with a population in 1975 of only 115,441 6/ and with a projected maximum population in the year 2000 of only 150,500. 7/ A billion-dollar highway to serve an increase in population of only 35,059 people must be the worst cost/benefit ratio ever for a highway. It must be kept in mind that Honolulu's trans-Ko'olau highway demand is only a problem during peak hours for commuters. There are already two four-lane highways in use to serve the windward side of Oahu and the Hawaii Department of Transportation's own traffic use studies indicate that the two existing highways will not reach capacity until the year 2000. 8/ The U. S. Department of Transportation in a paper entitled, FHWA 1981 Highway Legislation: Programs and Revenue Options Discussion Paper #1, dated June 26, 1980, notes at Page 15 that, "Energy limitations and the high cost of highway construction make it essential that careful consideration be given to the cost effectiveness of adding new capacity to our existing systems in order to reduce congestion. Traffic system management, increased auto occupancy, and better public transportation services are, in many instances, more effective solutions to the problem of handling increasing local peak period travel demand." 9/

Need

Hawaii is a state in which the Democratic party has controlled the legislature since 1954. William F. Quinn, a Republican who had been appointed Governor of Hawaii by President Eisenhower, became the first elected Governor of Hawaii after statehood. He was elected for one term in 1960. However, since 1964 the Democratic Party has also controlled the governorship. As a result, the Democratic Party machine has had an iron grip on the government of the State of Hawaii for a quarter of a century. Today the Republican Party is less of a force than in any other state in the union. Hawaii is the only state with no Republican Senators or Congressmen. The Hawaii Democratic Party machine delivered the State of Hawaii to Carter at the Democratic convention and even succeeded in delivering the popular and electoral vote to Carter in the presidential election in spite of President Reagan's landslide victory everywhere else.

The 4(f) Statement which was required because the H-3 highway would use land from a major park on the windward side of Oahu was approved on November 21, 1980, by the outgoing Assistant Secretary of Transportation

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for Policy and International Affairs (a Carter political appointee). Subsequently the FHWA Administrator approved the environmental impact statement (EIS) for the highway. On December 10, 1980, these approvals were transmitted from the Washington, D.C. office of FHWA to the FHWA Region 9 office in San Francisco. Although supposedly precluded from approving the EIS until receipt of material from the Washington FHWA office, it is instructive to note that the San Francisco office gave its approval on December 10, 1980, even though that office could not yet have received the material which was not even forwarded until that day by Washington headquarters of FHWA. Moreover, on that same date (December 10, 1980) in Hawaii, the State of Hawaii Department of Transportation already had its location and design approval application prepared and dated December 10, 1980. Because the last location and design hearings for the H-3 highway were held commencing December 12, 1977, unless location and design approval was applied for before December 11, 1980, new location and design hearings would have been required by DOT regulations (23 CFR § 790.5) and the entire H-3 project would have had to be resubmitted to the Reagan administration for its independent evaluation and approval. The "midnight hour" approvals by the Carter administration are a patently obvious attempt to prevent the Reagan administration from implementing its transportation task force's recommendation that most of the unfinished remaining 2% to 4% of the interstate system should be abandoned (with few exceptions) as being far too costly for the limited service it would provide.

Although the Reagan administration has inherited the situation, it has all the authority necessary to undo what the Carter administration has done and force a re-examination of the project. Although normally not a matter with which the Secretary of Transportation would be concerned, PS&E (Plans, Specifications & Estimates) approval by the Department of Transportation is necessary before work on the project can begin. Until PS&E approval is received, the U. S. Department of Transportation is not contractually obligated to the project.

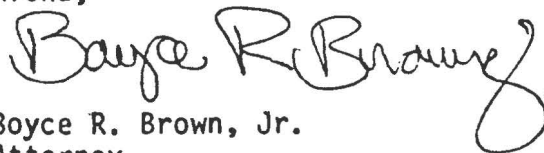
All of the foregoing considerations are alarming because of the incredible cost of the H-3 project and the apparent political shenanigans involved in its approval. However, even more alarming has been the discovery that the highway is to be built in a location which will expose motorists and workmen building the highway to serious, possibly lethal hazards. The route of H-3 will be from an intersection with an existing highway on the leeward side of Oahu through North Halawa Valley to the Ko'olau Mountains via mile-long tunnels. The H-3 will emerge from the tunnels onto the windward side at the rear of Haiku Valley. Occupying the entire rear half of Haiku Valley is an Omega station which is operated by the Coast Guard as part of a global navigation system. The Omega station is an extremely high powered, very low frequency radio navigation system. It consists of a valley span antenna system with six wire cables 7,200 feet long which extend completely across the valley and which connect in the center to a 1,200-foot long down lead which feeds the antenna with 135,000 watts of transmitter power. There is an antenna ground system consisting of a dense network buried copper cables which radiate outward from the

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transmitter building for a distance of 1,700 feet. Of the 135,000 watts of power, approximately 125,000 watts of power is "lost". The final broadcast power is only 10,000 watts. Most of the 125,000 watts which are lost are radiated from the antenna to the ground system. H-3 is to be built on viaducts above the antenna ground system and below the antennae. In other words, the highway will be routed right between the antenna and ground systems through which will be radiated most of the "lost" 125,000 watts of power. This much power presents a hazard at two levels. First, there is the danger of being exposed to massive radio waves, for a short period in the case of a motorist to a very long period in the case of workmen who will be working, constructing the required tunnels and viaducts for up to ten years. Second, such a massive amount of radio power is "reconverted" to electricity when it encounters a suitable conductor such as a metal car. This electricity will be enough to cause a severe shock and could easily ignite gasoline unless the individual and the car are grounded or insulated. The rubber wheels of a car insulate the car but not in the case of accidents and/or flat tires in the rain or even in dry weather when mechanical breakdowns require leaving one's car. To alleviate this serious shock and spark hazard, they propose to build a webbing of copper cable 30 feet high and up to a mile long on either side of the highway, leaving the metal roof of the vehicles to absorb the electricity from above (which presents a problem for convertibles and canvas topped military vehicles). Of course even if we were to assume that the copper webbing will adequately shield motorists (at least those in metal roofed vehicles) and if we were to also assume that there will never be accidents which impact upon the sides of the viaduct, nevertheless there remains the serious problem of prolonged exposure of workmen to both the radiation and the shock hazard. Extensive material, including medical studies, expert testimony and political documents uncovered through years of investigation are attached. The H-3 case is the longest and biggest environmental battle in Hawaii's history. This July 19, 1982 will mark the 10th anniversary of the lawsuit, the decision of the latest round in Federal Court also included.

Although I represent the Plaintiffs in litigation to stop this highway, I want to assure you that my opposition is based upon my sincere belief that this highway is a waste of taxpayers' money. I invite you to check the accuracy of what I have said. It is my hope that you may feel that this is such a billion dollar boondoggle that it warrants exposure to the country.

Aloha,



Boyce R. Brown, Jr.

Attorney

Stop H-3 Association

Phone: (808) 521-2302

Attachments

FOOTNOTES

1/ Enclosed with this letter as Enclosure #1 is a copy of page 37 from the final supplemental environmental impact statement for the proposed North Halawa Valley alignment of H-3 (hereinafter the NHVeis) which was approved on December 10, 1980 by outgoing officials of the Carter administration. The quoted costs were derived from that page.

2/ The FHWA Construction Cost indexes utilized in calculating current costs are attached as Enclosure #2.

3/ Enclosure #3 is page 38 of the NHVeis indicating construction can begin within 12 months after removal of legal restrictions and construction will require at least six years thereafter for a total of seven years at the earliest. At the present time trial is scheduled for October 6, 1981. Therefore it is doubtful that construction could start until late 1982 assuming the legal issues are resolved in favor of building the highway.

4/ Enclosure #4 consists of two pages (23 and 24) from the final 4(f) statement which was prepared in 1976 for the proposed Moanalua Valley route which they originally intended to use. A 4(f) statement is required whenever a highway will use land of historic importance or public park land. The purpose of a 4(f) statement is to determine whether or not there are feasible and prudent alternatives to the use of such land. Enclosure #4 is from a comparison of the Moanalua and North Halawa routes. The cost study assumed a mid-1977 commencement of construction and estimated completion for the North Halawa route would be mid-1987--a ten-year period. This particular study assumed a longer tunnel would be built so a slightly shorter construction time should be assumed.

5/ Page 24 of Enclosure #4 contains a calculation of total cost (escalated). This calculation is necessary because the construction contracts will be entered into over the seven to ten year construction period and not all at once. Therefore allowances must be made for inflation. The table found at page 24 of enclosure 4 indicates that the cost of the North Halawa Valley route would escalate 59.66% ASSUMING EIGHT PER CENT INFLATION. Obviously an assumption of only 8% inflation is very (perhaps unrealistically) conservative.

6/ Enclosure #5 is page 49 from the NHVeis indicating an estimated 1975 population of 115,441.

FOOTNOTES
(continued)

7/ Enclosure #6 is page 15 from the NHVeis indicating the Oahu General Plan projects the windward Oahu population for the year 2000 at 150,500.

8/ Enclosure #7 consists of pages 1 and 31 from the NHVeis, Vol. III, appendix B (Traffic Study). Page 1 shows that the traffic study is to predict use in the year 2000. Page 31 indicates that existing facilities will not reach capacity until the year 2000 even if H-3 is not built.

9/ Enclosure #8 is a copy of page 15 of the cited U.S. Department of Transportation Discussion Paper #1.

COSTS

Costs for the North Halawa Valley alternatives including the entire remaining portion of Interstate Route H-3 not yet constructed have been estimated on the basis of the preliminary plans included with this Supplement. These costs are as follows:

	<u>ROADWAY</u>	<u>TUNNELS</u>	<u>RIGHT-OF-WAY</u>	<u>TOTALS</u>
TH-3	\$308,381,000	\$217,289,000	\$ 16,754,000	\$542,254,000
H-3	\$242,201,000	\$127,371,000	\$ 16,580,000	\$386,152,000

The estimated roadway costs are based on the latest construction prices available for the year 1979. Costs for the tunnels were estimated by using the 1975 bid price for the Red Hill Tunnel of \$40 million and pro-rating the cost of the North Halawa tunnel based upon the additional length. The 1975 pro-rated cost was then inflated by 40 percent to arrive at a 1977 construction cost. To this cost was added fixed costs such as vent buildings, portals, interior finish, etc. Future costs of the project can probably be expected to increase, based upon historical inflation trends for the construction industry. It is not expected that this inflation trend will change during the period of this project.

Table E-1H.—Construction Cost Indexes, 1915-78

[1972=100]

Year	Department of Commerce composite cost index*	American Appraisal Company	Engineering News-Record		Environmental Protection Agency		Federal Highway Administration		Bureau of the Census new one family houses excluding corner lot value	Bureau of Reclamation
			Building	Construction	Sewers	Plant	Structures	Composite		
1915	13	8	9.1	5.3						
1916	15	9	12.4	7.4						
1917	19	11	15.9	10.3						
1918	23	13	15.2	10.8						
1919	26	17	15.2	11.3						
1920	33	20	19.8	14.4						
1921	26	16	15.9	11.5						
1922	24	15	14.8	9.9			21.4	32.9		
1923	26	16	17.7	12.2			24.5	43.3		
1924	26	16	17.8	12.3			24.2	41.6		
1925	26	16	17.5	11.8			23.4	39.5		
1926	26	16	17.7	11.9			23.4	39.1		
1927	26	16	17.7	11.8			22.9	37.5		
1928	26	16	17.9	11.8			21.7	35.0		
1929	26	16	18.3	11.9			21.4	33.9		
1930	25	15	17.8	11.7			20.2	31.5		
1931	23	13	16.2	10.4			18.1	28.2		
1932	20	12	13.4	9.0			15.4	22.4		
1933	22	11	14.0	9.7			16.3	28.1		
1934	24	12	16.0	11.3			18.2	30.9		
1935	24	12	15.9	11.2			18.4	29.6		
1936	24	12	16.4	11.8			20.3	30.5		
1937	26	14	18.7	13.4			20.6	29.2		
1938	26	14	18.7	13.4			19.6	26.8		
1939	24	15	18.9	13.5			19.3	26.7		
1940	25	15	19.5	13.9			19.8	26.3		
1941	27	16	20.2	14.7			22.7	29.9		24
1942	31	18	21.2	15.8			27.5	40.0		27
1943	33	18	21.8	16.6			29.3	45.9		32
1944	33	20	22.6	17.1			29.8	41.6		36
1945	34	20	22.9	17.7			29.9	40.1		37
1946	40	23	25.0	19.8			37.1	43.8		39
1947	47.7	32	29.8	23.6			44.4	49.6		40
1948	52.4	36	32.9	26.3			50.5	55.6		45
1949	52.3	36	33.8	27.3			47.4	53.6		50
1950	53.2	36	36.0	29.3			42.8	48.2		52
1951	58.0	39	38.5	31.1			53.2	59.2		49
1952	59.6	40	39.9	32.6			54.3	60.9		53
1953	59.9	42	41.3	34.4			54.2	58.6		56
1954	59.4	43	42.8	36.0			50.7	55.3		58
1955	60.5	44	45.0	37.8			50.4	53.8		55
1956	64.1	46	47.1	39.7			58.8	60.8		55
1957	65.8	48	48.8	41.5	52.2	57.0	62.2	63.5		60
1958	65.2	50	50.3	43.5	54.1	59.0	56.8	61.9		64
1959	65.0	51	52.6	45.6	56.5	61.4	54.3	59.3		64
1960	64.8	53	53.7	47.2	57.2	61.0	52.8	58.0		63
1961	64.7	54	54.5	48.5	58.3	61.6	53.3	58.4		63
1962	65.5	55	55.7	49.9	59.1	62.2	53.8	61.0		65
1963	65.0	57	57.0	51.6	61.0	63.1	57.0	62.5	70.2	66
1964	65.9	59	58.7	53.7	61.8	64.0	58.0	62.9	69.9	67
1965	67.2	60	60.1	55.6	62.8	65.1	60.7	65.3	70.5	69
1966	69.8	63	62.4	58.4	64.9	67.5	65.0	69.5	73.4	70
1967	72.4	66	64.4	61.3	67.1	69.4	71.1	72.4	75.7	73
1968	76.1	71	69.2	66.1	69.8	71.9	72.2	74.8	76.7	76
1969	82.7	77	75.8	72.8	74.7	77.2	84.1	80.9	85.3	80
1970	88.6	83	80.2	79.1	80.7	83.5	94.0	90.9	89.1	85
1971	94.8	92	90.5	90.0	90.1	92.9	98.5	95.3	94.0	93
1972	100.0	100	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100
1973	108.7	111	108.5	108.3	107.5	106.2	111.3	110.3	109.5	106
1974	126.9	117	114.9	115.5	124.2	126.3	152.6	146.0	120.8	119
1975	138.4	125	124.5	126.2	139.5	145.3	149.7	147.5	131.6	139
1976	143.9	137	135.9	137.1	148.2	152.5	140.5	144.2	141.1	149
1977	156.5	146	147.3	147.2	157.6	161.8	147.1	156.6	158.1	158
1978	175.7	159	159.6	158.5	172.6	177.1	173.5	191.7	180.2	167

See footnotes at end of table.

COSTS AND PRICES

Table E-1. Construction Cost Indices

(1972=100)

Period	Department of Commerce composite cost index*	American Appraisal Company	"For F. H. Jones," The American Appraisal Company, Inc.			Engineering News-Record		McGraw-Hill Construction Index		Plant
			Residences	Apartments, hotels, and office buildings	Commercial and factory buildings	Building	Construction	Owners		
Annual averages										
1975	138.4	125	125.9	127.2	120.4	124.5	126.2	129.5	145.3	
1976	143.9	137	136.2	137.3	141.5	135.9	137.1	146.7	152.5	
1977	156.3	146	148.5	149.6	152.8	147.3	147.2	157.6	161.8	
1978	175.7	159	161.8	158.2	164.3	159.6	158.5	167.6	177.1	
1979	199.6	172	178.6	170.5	175.0	173.5	171.5	184.1	194.2	
Monthly indices										
1979	January	165	171.6	164.9	172.2	165.9	164.0	165.8	167.2	
	February	166				166.6	165.4			
	March	167	172.0	165.8	173.7	166.9	166.8			
	April	167				167.0	166.9			
	May	170	173.9	169.3	178.3	167.5	165.2	169.0	164.2	
	June	172				172.4	170.3			
	July	174	179.7	172.3	181.5	174.2	174.7			
	August	175				175.5	175.5	166.2	166.4	
	September	176	180.8	174.0	182.9	181.1	178.2			
	October	178				181.1	178.3			
	November	178	182.7	176.9	185.9	181.4	176.9	200.8	201.7	
	December	177				182.1	179.4			
1980	January	177	182.5	178.5	188.2	181.0	178.8			
	February	178				180.9	179.0	205.4	207.8	
	March	178	182.7	179.9	189.3	182.9	189.4			
	April	177				182.1	179.9			
	May	178	185.0	183.1	191.7	180.3	179.3	209.7	210.5	
	June	183				183.1	182.6			
	July	185	185.7	187.8	197.3	186.2	186.7			
	August	186				188.2	188.7			
	September	186				188.9	190.6			
	October					189.0	191.0			
	November									
	December									
Percent change										
Latest period 1979/80	+10	+6	+4	+9	+9	+4	+7	+8	+8	

Period	Federal Highway Administration		Bureau of the Census new one family houses excl. Census lot value	Water and Power Resources Services	Turner Construction Company	Handy, Whitman Public Utility		Bell System Telephone Plant		Federal Energy Regulatory Commission Pipeline
	Structures	Composite				Buildings	Electric light and power	Telephone and telegraph	Buildings	
Annual averages										
1975	149.7	147.5	131.6	139	129	147	149	138.0	129.9	155
1976	140.5	144.2	141.1	149	132	150	158	147.7	141.1	163
1977	167.1	156.6	158.1	158	137	158	169	157.5	147.6	167
1978	173.5	191.7	180.2	167	145	173	179	170.4	154.6	186
1979	222.9	223.1	203.3	184	161	192	197	184.2	171.2	201
Quarterly indices										
1979	1st quarter	203.8	200.6	195.1	177	154				
	2nd quarter	211.6	213.4	201.9	181	158	181	187		
	3rd quarter	220.6	237.9	208.7	187	162				
	4th quarter	243.7	254.8	211.7	191	167	190	197		
1980	1st quarter	246.6	243.8	216.9	196	172				
	2nd quarter	249.9	260.6	224.1	201	176	205	206		
	3rd quarter				208	180				
	4th quarter									
Percent change										
Latest period 1979/80	+18	+22	+11	+11	+11	+13	+10			

Period	Federal Highway Administration		Bureau of the Census new one-family houses excl. Census lot value	Water and Power Resources Services	Turner Construction Company	Handy-Wyman Public Utility		Bell System Telephone Plant		Federal Energy Regulatory Commission Pipeline	
	Structures	Composite				Buildings	Electric light and power	Telephone and telegraph			
								Buildings	Outside plant		
	Annual averages										
1975	149.7	147.5	131.6	139	129	147	149	138.6	129.9	155	
1976	140.5	144.2	141.1	149	132	150	158	147.7	141.1	163	
1977	147.1	156.6	158.1	158	137	158	169	157.5	147.6	167	
1978	173.5	191.7	180.2	167	145	173	179	170.4	154.6	186	
1979	222.9	273.1	203.3	184	161	192	197	184.2	171.2	201	
	Quarterly indexes				Semiannual indexes			Annual indexes			
1979	1st quarter	203.8	200.6	195.1	177	154 158 162 167	181 187 190 197				
	2nd quarter	211.6	213.4	201.9	181						
	3rd quarter	220.6	237.9	208.7	187						
	4th quarter	243.7	254.8	211.7	191						
1980	1st quarter	246.6	243.8	216.9	196	172 176 180	205 206				
	2nd quarter	249.9	260.6	224.1	201						
	3rd quarter				208						
	4th quarter										
	Percent change										
Latest period 1979/80	+18	+22	+11	+11	+11	+13	+10				

*An implicit price deflator, computed by the Bureau of the Census, which is the ratio of the estimate of total new construction put in place in current dollars (seasonally adjusted) to the corresponding estimate in 1972 dollars. In form, the index is a weighted harmonic mean of the deflators used for various categories of construction (and, hence, of the base cost indexes which make up these deflators), with weights proportionate to the value put in place estimates (seasonally adjusted) for these categories. Since this "implicit price deflator" is in the form of a changing weight index, it measures the combined result of cost changes as well as monthly changes in the weights of different types of construction in the current dollar construction activity aggregate. Sources as stated.

*Revised.

It should be noted that these data represent total production in the United States and not amounts used in the construction industry. According to the Engineering News-Record, they were used as a guide, but the proportions of the items were adjusted to their importance in the construction industry with the aid of experienced construction men. An expenditure of approximately \$100 on the four items in these proportions was assumed for 1913 (the ENR base period) and the quantities of the three materials and the man-hours of labor that could be purchased for these amounts were computed. Purchases of similar quantities of these four items were assumed to be made at each successive period.

The expenditure of \$100, at 1913 prices, for the proper quantities of each item in the Construction Cost Index is given below, and it may be noted that the "adjustment" mentioned above is an important factor.

2,500 pounds of structural steel at \$0.015 (Pittsburgh base) (see next paragraph below)	\$37.50
6 barrels of cement at \$1.19 (net barrel, f.o.b. Chicago) (see 2d paragraph below)	7.14
600 board feet, Southern pine, 3" x 12" to 12" x 12" at \$28.50 per M ft. (New York base) (see 3d paragraph below)	17.10
200 man hours at \$0.19 (common labor, average for country)	38.00
Total	99.74

The adoption of the three-mill average for structural steel shapes in August 1938 did not necessitate any change in the weighting of this component.

In July 1948, when cement went off listing point pricing, the 20-city average cement price was substituted; no adjustment in the weight factor was necessary.

For the Southern pine lumber series prior to 1936 the weight was 600 board feet. In linking this series with the series for 2" x 4" pine and fir, the 1936 average value of lumber of the old type as included in the index was first determined (quantity weight, 600 board feet, times the average price for the year). The equivalent 1936 average value of the new type was represented by 1,088 board feet of lumber, which quantity is now used as the weighting factor.

The Building Cost Index is computed in the same manner as the Construction Cost Index, except that the skilled labor trend is substituted for common labor. Since the skilled rate is considerably higher than the common rate, a weight of 68.38 man-hours was substituted for the common labor weight of 200 man-hours used in the Construction Cost Index, as shown in the table above, in order to have the same labor component in the base period when the rate was multiplied by the weight. The computation for labor in 1913 for the Building Cost Index is $68.38 \times \$0.555$, which gives approximately \$38.00. The trends of the two indexes reflect the divergent movements of wage rates for common and skilled labor.

Monthly data for 1967-72 for Building and Construction Cost Indexes appear in the 1971, 1973, and 1975 editions of BUSINESS STATISTICS; those for 1951-66 are available upon request.

³ Source: U.S. Department of Transportation, Federal Highway Administration. The index is a composite derived from average contract prices for fixed amounts of the following items: Common excavation; surfacing (portland cement concrete pavement and bituminous concrete pavement); and structures (reinforcing steel, structural steel, and structural concrete). In more exact terms, the index is a price index, measuring price changes for fixed amounts of the items represented.

The base quantities for 1967 involved in these data are as follows: 1,656,655,000 cubic yards of roadway excavation; 79,942,000 square yards of portland cement concrete surfacing with an average thickness of 8.7 inches; 51,230,000 tons of bituminous concrete surfacing; 981,587,000 pounds of reinforcing steel for structures; 885,235,000 pounds of structural steel; and 5,572,000 cubic yards of structural concrete.

The annual figures are weighted averages derived from quarterly data. Quarterly data for 1967-72 are in the 1971, 1973, and 1975 editions of BUSINESS STATISTICS; those for 1962-65 are available from the source upon request. Data back to 1939 for the index on the 1957-59 = 100 base appear in the 1969 edition of BUSINESS STATISTICS. Detailed discussions of the index appear in Public Roads

Magazine, volume 31, No. 10, October 1961 and volume 36, No. 4, October 1970.

⁴ Source: U.S. Department of Commerce, Bureau of Domestic Commerce, Construction and Forest Products Division. Through 1971, the composite index of output of construction materials measures changes in the combined output of 10 groups of construction materials (data for 8 groups are compiled monthly and for 2 groups quarterly). The groups represented in the composite, in addition to the groups shown here (i.e., iron and steel products, lumber and wood products, and portland cement), are as follows: Millwork; paint, varnish, and lacquer; asphalt products; heating equipment; clay construction products; gypsum products; and plumbing fixtures (data for last two groups compiled quarterly). Beginning January 1972, the composite measures changes in the combined output of 7 groups of construction materials (millwork, asphalt products, and heating equipment no longer included). The items used in deriving the composite index are weighted in 1947 for approximately 50 percent of the estimated value of shipments of all construction materials.

The index for each group of construction materials represents the production, sales, or shipments of one or more specific materials. The source data consists of monthly or quarterly production, shipments, or sales for each item. The monthly or quarterly physical output of each material is multiplied by its 1947 price to provide the value of such a quantity of materials if it had been produced or shipped in 1947. The resulting values of all materials constituting each group are added together to yield aggregates for the group. The aggregates are converted to index numbers by equating the 1947-49 monthly or quarterly average to 100.

The seasonally adjusted composite index results from the weighted aggregation of the seasonally adjusted group indexes. It is calculated by the following procedure: (1) A monthly seasonally adjusted composite series is derived from the 5 groups (8 groups through 1971) for which monthly data are available; (2) a quarterly seasonally adjusted composite series is derived from the preceding series; (3) a quarterly seasonally adjusted composite series including the two quarterly series (gypsum products and plumbing fixtures) is then calculated; (4) the ratios of the indexes in the 7-group series (step 3) to their comparable indexes in the 5-group series (step 2) are then used to adjust the respective monthly index values of the series worked out in step 1.

The 5 monthly seasonally adjusted series (8 through 1971) are derived and statistically evaluated by the electronic computer method developed by the Bureau of the Census and modified by the National Bureau of Economic Research. The electronic computer method provides a basis for more detailed analysis than is possible by the usual ratio-to-moving-average method. Its significant features are: (1) The ratio-to-moving-average technique is first applied to derive a preliminary seasonally adjusted series (the procedure starts with ratios computed by dividing the original observations by a 12-month moving average; moving seasonal adjustment factors are computed from these ratios, and a seasonally adjusted series is obtained by dividing these preliminary seasonal adjustment factors into the original observations); (2) a graduation formula (a weighted 15-month moving average) is used as the estimate of the trend-cycle curve used to obtain the final seasonally adjusted series; (3) a measure of the irregular component of each series is utilized to determine the type of moving average to fit the seasonal irregular ratios (the larger the irregular component, the larger the amount of smoothing that is carried out).

Monthly data for 1959-72 (except for 1961 data for lumber and wood products) appear in earlier editions of BUSINESS STATISTICS (see reference note, p. 1 of this section). For monthly indexes for 1947-54 see "Construction Materials Statistics," published by the source agency; 1955-58 (and 1961 for lumber and wood) monthly indexes are available upon request.

⁵ Beginning January 1972, data are not completely comparable with those for earlier periods; see 1st paragraph of note 4 for this page.

¹ Sources: Federal Housing Administration (FHA) and Veterans Administration (VA). The data on applications for FHA home mortgage insurance represent requests by an approved lender for FHA to insure a mortgage on a proposed one- to four-family home, or home newly constructed while under FHA inspections. To make application

SCHEDULE

Subsequent to the public hearing an alternative will be selected and a final version of this draft Supplement to the approved H-3 Environmental Impact Statement will be prepared for the selected alternative. Once approved, the design phase of the project will be initiated.

Assuming approval of the final Supplement by January 1980, design of a selected "build" alternative could begin soon after, and roadway construction could begin as early as the latter part of 1980. In the interim period topographic surveys and geological and substrata surveys will be conducted for design and environmental assessments; stream monitoring will also take place.

The total construction period could take six years and possibly longer, depending upon conditions encountered or revealed by sub-strata investigation.

Halawa Valley on September 2-4, 1976. In a letter report Dr. Stallenberger concluded that the facility will pass through the best of the valley's bird population. Dr. Stallenberger further indicated that while there is no evidence that elimination of North Halawa Valley as a bird habitat would in itself lead to the extinction of any bird species, the effect of disturbance in any one area must be considered in the context of the cumulative effect of urbanization in conservation lands.

- c. On August 20-24, 1976 the Bishop Museum conducted an archaeological reconnaissance survey of North Halawa Valley. Eight archaeological sites were located during the survey. The State Historic Preservation Officer feels that before any evaluation of the cultural resources of North Halawa Valley can be made that an intensive archaeological survey needs to be conducted to determine the location, significance, preservation or research potential of archaeological resources.
- d. This corridor is the longest corridor and is approximately 3,000 feet longer than the recommended route through Moanalua Valley. Based on 1990 travel demand as presented in the EIS (Vol. I, p. 12) this additional length of facility can result in added energy consumption due to added vehicle-miles of travel. The added vehicle-miles of travel will be approximately 23,000 vehicle miles per day or 7 million vehicle-miles annually. Using a figure of 20 miles per gallon, an additional 350,000 gallons of gasoline will be consumed annually.
- e. Because North Halawa Valley is narrow and meanders, six major cuts will be required. These cuts will be from 200 feet to 800 feet long and will be from 20 to 40 feet high. The steepness of the valley walls will require that these cuts be artificially retained (cribbing, retaining wall, shotcrete). Cuts of this size will result in permanent scarring of the valley walls and will have an adverse visual impact on the valley.
- f. In Haiku Valley the U.S. Coast Guard operates a large communication facility which is part of a worldwide navigation system for ships and aircraft. Part of the facility consists of a very large ground antenna system, the air space over which must be avoided. Therefore the Haiku tunnel portal and windward viaduct based on prior negotiations with the U.S. Government must be on the same alignment as the recommended alignment. Thus the North Halawa Valley route will require a tunnel approximately 9,500 feet long. In addition to a long tunnel, approximately two-thirds of the facility in North Halawa Valley will be on viaduct averaging 50 feet in height. Because of the time required for redesign and construction of the longer tunnels and viaducts, this alternative will be very costly. For purposes of comparing the costs of the North Halawa Valley alternative and the recommended alternative through Moanalua Valley, a cost study was conducted. It was assumed that work on both alternatives will commence in mid-1977. For each alternative a 1976 dollar cost was determined, a

design/construct schedule was developed, and then using an assumed annual construction cost escalation factor of eight percent an escalated total project cost was determined. The results of the study are as follows:

Alternative	1976 Cost	Estimated Completion Date	Total Cost (Escalated)
Moanalua Valley (Recommended Route)	\$253 million	mid-1982	\$339 million
North Halawa Valley	\$358 million	mid-1987	\$600 million

$59\% +$

- g. This alternative will take approximately five years longer (estimated completion date of mid-1987) to construct than the recommended alternative, which means that trans-Koolau transportation will be severely impacted for five additional years. Congestion on the existing facilities (Pali and Likelike) will worsen, and the life styles of the residents of windward Oahu and those living along Pali and Likelike Highways will be changed.
- h. The tunnel for the North Halawa Valley route will require the removal and disposal of 1.5 million cubic yards of tunnel muck, which is 500,000 cubic yards more than that for the recommended route (Red Hill and Trans-Koolau tunnels). Approximately one million cubic yards of the tunnel muck could be used as fill to build up the Kaneohe Interchange and the Haiku Portal area. Disposal of the remaining 500,000 cubic yards of tunnel muck will be a problem since land fill disposal sites are becoming scarce on Oahu, and the cost of disposing of the tunnel muck in the ocean will be very high. In either case of land fill or ocean disposal, environmental impacts will be involved.
- i. The present General Plan shows TH-3 proceeding up South Halawa Valley from the Halawa Interchange. All existing and planned development at the mouth of the Halawa Valleys has recognized this fact (see Figure 42). Because of this the North Halawa Valley corridor will impact the State's Animal Quarantine Station, the rock quarry, the plant development center, and the City's new bus maintenance facility. The plant development center will be totally displaced, the quarry's administration building will be displaced, and storage area for approximately 40 buses will be lost to the City during construction of TH-3. The quarantine station will lose its sewage plant, necropsy building, 500 kennels, and the new Animal Industry Administration building. The impact on the quarantine station and quarry will be temporary since the facilities to be removed can be rebuilt on adjacent land.

6. Increasing the Capacity of an Existing Trans-Koolau Facility

An alternative was considered which would increase the capacity of an existing trans-Koolau facility while minimizing the disruption to the people living along the facility. This alternative is the construction of a two-lane reversible viaduct in the median of Likelike Highway in Kalihi Valley.

(or impossible) to even generalize about long-range goals for the other eight areas.

The tabulation of the population objectives has provided the basis for decisions regarding the remaining eight areas of concern, including that area dealing with transportation and utilities.

The broadly stated objective of the General Plan for transportation is:

"To create a transportation system which will enable people and goods to move safely, efficiently, and at a reasonable cost; will serve all people, including the poor, the elderly and the physically handicapped; and will offer a variety of attraction and convenient modes of travel."

This broad objective is subdivided into various policy statements which deal with more specific areas of concern. Policy 4 expresses concern for the transportation needs of the Ewa and windward communities:

"Improve transportation facilities and services in the Ewa corridor and in the trans-Koolau corridors to meet the needs of Ewa and windward communities."

In order to effectively plan service requirements, the General Plan projects the windward Oahu population for the year 2000 at 150,500.

I. INTRODUCTION

Several years have elapsed since the original travel demand analysis was conducted for the Interstate Route H-3 project. During these years there have been changes in travel habits as reflected by new traffic data that are available. In addition, a new Oahu General Plan was officially adopted in early 1977.

In view of the above, a study was commissioned for the purpose of developing updated travel demand forecasts for the Interstate H-3 Alternatives Analysis and to provide various technical data for the air quality and noise analysis elements of the supplemental draft environmental impact statement. The results of this study and the procedures used to develop them are documented in the following pages of this report.

SCOPE OF WORK

The scope of work for this study included the preparation of the necessary data for four alternative plans. These alternatives are:

- Alternative 1 - TH-3 through North Halawa Valley with four lanes for autos and a two-lane busway in the median.
- Alternative 2 - H-3 through North Halawa Valley with four lanes for autos supplemented by a one-lane bus facility on Likelike Highway.
- Alternative 3 - Two-lane busway facility through North Halawa Valley with no auto lanes.
- Alternative 4 - Do nothing.

Traffic and transit patronage was prepared for the Oahu General Plan year of 2000 for each alternative. The data necessary for the EIS was developed for existing conditions, the estimated opening year of the

should we, instead, change our criteria for defining a deficiency to account for normal depreciation of the highway facility? Since the starting point for estimating needs is a set of criteria which identifies what is unacceptable, it is easy to see that the cost of future needs is very sensitive to what we are willing to accept. Currently, these criteria are based on decisions which balance engineering concerns of safety, efficiency, etc., with cost constraints. It may be that these criteria should be reexamined in light of current economic conditions and energy concerns.

Specifically related to the issue of criteria for making highway improvements is the question of how much congestion we will accept. Improvements to the highway plant which provide new or additional capacity are the most expensive, particularly in urbanized areas where right-of-way costs are high both in terms of dollars and social impact. Throughout the late 1950's and 1960's, the practice of adding highway capacity to accommodate peak period demand accounted for well over one-half of all highway capital improvement dollars in urban areas. While this trend has been changing throughout the 70's, peak period demand and the resulting congestion is still viewed as an unsatisfactory operating characteristic.



Energy limitations and the high cost of highway construction make it essential that careful consideration be given to the cost-effectiveness of adding new capacity to our existing systems in order to reduce congestion. Traffic system management, increased auto occupancy, and better public transportation service are, in many instances, more effective solutions to the problem of handling increasing local peak period travel demand. In the long run, a decision must be made between investment in new highway capacity to accommodate single-occupant work trips or investment in highway improvements which will rehabilitate the systems and keep them safe.

Section I describes the changes in highway conditions and usage, investment patterns, and the impacts of these changes. Supporting data were furnished by the States through the Highway Program Monitoring System (HPMS), a data system that samples conditions and performance on the system nationwide and reports investments on these roads. Greater detail will be provided in the 1980 biennial report to Congress, "The Status of the Nation's Highways: Conditions and Performance," now in preparation.

This information is summarized below:

will be the antiemetic of choice for all chemotherapy-induced nausea and vomiting.

There is mounting evidence that chemotherapeutic agents trigger emesis via different or multiple pathways.³ Studies in dogs⁴ have suggested that a peripheral pathway is the most likely mechanism responsible for cisplatin-induced nausea and vomiting, since administration of a potent pharmacologic blocker of the chemoreceptor trigger zone did not appreciably reduce the occurrence of emesis. Thus, it appears that it is metoclopramide's unique peripheral action on the gastrointestinal tract that makes it an effective antiemetic for cisplatin.

The efficacy of metoclopramide in multi-drug regimens depends largely on the agents used. In a study by Kahn et al. a single dose of 20 mg of oral metoclopramide given three hours after intravenous chemotherapy with cisplatin, bleomycin, and high-dose methotrexate gave 92 per cent antiemetic control.⁵ Metoclopramide's activity, however, was found to be of no therapeutic value when the drug was taken orally in doses of 10 to 20 mg three times daily in patients receiving intravenous cyclophosphamide, methotrexate, and fluorouracil⁶ or combinations of mitomycin, carmustine, and fluorouracil.⁷

The rationale for high-dose metoclopramide is also derived from the study by Gyllys et al., in which dogs received doses of 1 or 3 mg per kilogram of body weight subcutaneously in two doses given 30 minutes before and 120 minutes after intravenous administration of cisplatin.⁴ Although this study reported 99.1 per cent protection from emesis in relation to controls given 3 mg per kilogram subcutaneously, how does this result relate to doses given intravenously to human beings every two to four hours? There is also a potential problem with giving such high doses at frequent intervals, since 70 to 80 per cent of metoclopramide is excreted unchanged in the urine,⁸ and there are no established guidelines for dosage adjustments in patients with renal impairment. In view of the excellent results obtained by Kahn et al. with metoclopramide in low doses,⁵ and the concern for its use in patients with renal insufficiency, future studies should be designed to test metoclopramide in low doses given intravenously just before and after cisplatin administration.

In 1975 Whitehead made a plea to all cooperative chemotherapy groups to undertake a search for effective antiemetic therapy as an additional and integral part of current and future chemotherapeutic trials.⁹ Oncology groups should therefore critically evaluate the efficacy of metoclopramide in different regimens, for only then can we clearly define its role as an antiemetic in cancer chemotherapy.

Metoclopramide thus appears to be a new weapon in the arsenal against chemotherapy-induced nausea and vomiting. Although it is highly effective for cisplatin, its effectiveness against other chemotherapeutic agents depends on their relative potentials for emesis,¹⁰ the pathways for stimulating emesis,³ and the overall efficacy of metoclopramide as a dopamine antagonist at the chemoreceptor trigger zone.

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To the Editor: Recently we completed a double-blind placebo-controlled study of the use of a dose of metoclopramide (1 mg per kilogram) lower than that used by Gralla et al. (2 mg per kilogram); our dose was infused intravenously over a 15-minute period beginning 30 minutes before the scheduled administration of cisplatin and was repeated 1½, 3½, 6½, 9½, and 12½ hours after cisplatin infusion. Cisplatin was administered in doses of either 50 or 100 mg per square meter of body-surface area, alone or in combination with other antineoplastic agents. The patients' regimens and responses are presented in Table 1.

Because of the marked difference in response between the two groups, the study was terminated after 21 patients had been evaluated. There were 28 episodes of vomiting in the metoclopramide group, as compared with 74 episodes in the placebo group. This difference, as well as the difference in the median and range of number of episodes of emesis, was significant ($P < 0.02$).

Table 1. Cisplatin Chemotherapy and Emesis in Patients Given Metoclopramide and Controls.

	METOCLOPRAMIDE GROUP	PLACEBO GROUP
	no. of patients	
Group total	11	10
Cisplatin therapy		
Alone	5	4
In combination	6	6
Dose *		
50 mg/m ²	8	8
100 mg/m ²	3	2
Emesis		
None	6	0
<5 episodes	3	3
6-10 episodes	1	5
>10 episodes	1	2
	no. of episodes	
Total	28	74
Median	0	7
Range	0-12	3-16

*Whether alone or in combination.

Our results confirm those of Gralla et al. and suggest that the lower dose of metoclopramide (1 mg per kilogram) used in our study is effective in patients given the lower dose of cisplatin. In our study there were no major adverse reactions; two patients were mildly agitated, and one had mild diarrhea. Thus, metoclopramide administered in this lower dose is an effective antiemetic associated with minimal adverse reactions for patients receiving lower-dose cisplatin chemotherapy.

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To the Editor: Gralla et al. discuss the use of high-dose metoclopramide for chemotherapy-induced nausea and vomiting. However, the intramuscular prochlorperazine used in their study (50 mg) has an

oned. Marijuana prohibition began in the late 1930s in response to exaggerated claims of danger, both to individual health and to the moral strength of our society. Most physicians would agree that the use of any drug is associated with risk, but the major risk faced by the marijuana user is the risk of punishment in the name of laws written to protect us from a "dangerous drug." The present therapy is worse than the disease and is not effective as a preventive measure.

The medical community has the influence and obligation to support removal of the penalties associated with marijuana use, but we do not wish to condone its use. I propose that the medical community support the removal of penalties for the personal use and cultivation of marijuana, with the understanding that commercial cultivation and distribution of the drug, public intoxication, and driving while intoxicated would remain criminal offenses. With cultivation and distribution prohibited, the profitability would be reduced, the black market weakened, and the importation of potent foreign varieties reduced. The medical community could continue to warn users of potential effects on health without having to compete with advertisements similar to those that encourage us to consume alcohol and other fully legal products.

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In reply to Dr. Nahas and his colleagues, I should explain that the IOM committee applied the usual and generally accepted standards of evidence in clinical investigation. We considered only published studies, and we looked for objective, statistically valid data. We did not ignore animal experiments; a large portion of our references and discussion deals with studies in animals. As for the ethics of carrying out clinical epidemiologic studies of people using marijuana, I see nothing unethical about that. Millions of people are using marijuana and will continue to do so, regardless of what we may say or do. Why not use the methods of epidemiologic research to find out what deleterious effects, if any, this practice is having?

Drs. A. A. Bennett and Milman, like Dr. Nahas and his colleagues, criticize the Committee for not being more strongly condemnatory of the use of marijuana, but the primary purpose of the study was to get at the facts, not to recommend social policy. We did our best to stay with the evidence, and the evidence does not justify any sweeping conclusions.

On the other hand, absence of conclusive evidence of harm is not proof of safety, and the Committee was careful to point out that there is much reason to be concerned about the widespread use of marijuana, particularly among the young. Dr. J. A. Bennett advocates a policy of limited decriminalization of marijuana — a step that many people now advocate — but the Committee was not asked to address that question or any other public-policy issues. My personal view is that nothing short of full legalization (and regulation) of the cultivation and sale of marijuana would weaken the criminal connection. Whether the net result of such a step would be in the public interest, however, is a difficult question that remains to be answered, despite a recent controversial report on this subject from another Committee of the National Academy of Sciences. — Ed.

MORTALITY FROM LEUKEMIA IN WORKERS EXPOSED TO ELECTRICAL AND MAGNETIC FIELDS

To the Editor: In the course of updating a study of occupational mortality,* I noticed that among men whose occupations required them to work in electrical or magnetic fields there were more deaths due to leukemia than would be expected.

All deaths of Washington State resident men 20 years old or older from 1950 through 1979 were coded to occupation. Proportionate mortality ratios standardized by age and year of death were calculated for 158 cause-of-death groups in each of 218 occupational classes. In all, 438,000 deaths were analyzed.

*Milham S. Occupational mortality in Washington State, 1950-1971. Cincinnati, Ohio: National Institute for Occupational Safety and Health. Division of Surveillance, Hazard Evaluations and Field Studies, 1976.

Table 1. Leukemia Mortality in Men Occupationally Exposed to Electrical and Magnetic Fields. (Washington State White Males, 1950-1979).

OCCUPATION	MORTALITY					
	ALL LEUKEMIA (204*)			ACUTE LEUKEMIA (204.3*)		
	observed	expected†	PMR‡	observed	expected†	PMR‡
Electronic technicians	6	4.0	149	3	1.9	162
Radio and telegraph operators	5	4.5	111	3	1.3	239
Electricians	51	37.0	138§	23	12.9	178§
Linemen (power and telephone)	15	9.4	159	6	3.3	183
Television and radio repairmen	5	3.2	157	4	1.4	291§
Power-station operators	8	3.1	259§	3	1.1	282
Aluminum workers	20	10.6	189§	11	4.3	258§
Welders and flame cutters	12	17.9	67	4	7.1	56
Motion-picture projectionists	4	1.7	234	1	0.9	111
Electrical engineers	7	6.1	114	2	2.1	97
Streetcar and subway motormen	3	1.7	175	0	0.4	0
	136	99.2	137§	60	36.7	163§

*Coded according to the *International Classification of Diseases* (7th ed.).

†Based on proportionate mortality for Washington state white males. (PMR values are exact; "expected" values have been rounded off.)

‡Proportionate mortality ratio (observed/expected × 100).

§P<0.01.

Table 1 shows the mortality due to all leukemia and acute leukemia for 11 occupations with presumed exposure to electrical or magnetic fields. In 10 of the 11 the proportionate mortality ratio for leukemia was elevated.

Aluminum-reduction workers are exposed to strong magnetic fields induced by high-amperage direct current (75,000 A) used in the pots in the aluminum-reduction process. Arc welders and motion-picture projectionists work near step-up transformers. The other workers are exposed to electrical and magnetic fields associated with alternating current flowing in wires and power lines. The power-station operators work primarily in hydroelectric generating plants along the Columbia River. In these occupations leukemia has a proportionate mortality ratio of 138, and acute leukemia has one of 163.

The available literature on occupational exposure to electrical and magnetic fields has not mentioned carcinogenesis. I am unaware of obvious leukemogenic exposures in these occupations.

These findings suggest that electrical and magnetic fields may cause leukemia.

SAMUEL MILHAM, JR., M.D.
Washington State Department
of Social and Health Services
Olympia, WA 98504

METOCLOPRAMIDE AS AN ANTIEMETIC IN CHEMOTHERAPY

To the Editor: Several papers have been published recently on the usefulness of metoclopramide as an antiemetic in chemotherapy, and a point mentioned by both Gralla et al.¹ and Laszlo and Lucas² (October 15 issue) deserves emphasizing. Although metoclopramide is highly effective against cisplatin, the most emetogenic chemotherapeutic agent to date, it should not be assumed that metoclopramide

THE WHITE HOUSE
WASHINGTON

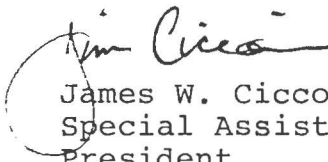
September 13, 1982

Dear Terry:

I appreciate you forwarding your thoughts on Indian affairs. I have sent a copy to our Office of Policy Development for their information.

I am pleased that things are apparently going well for you and your new firm, and wish you the best of luck in the future.

Sincerely,



James W. Cicconi
Special Assistant to the
President

Mr. Terrance J. Brown
1331 H Street, N.W.
Suite 700
Washington, D. C. 20005



TERRANCE J. BROWN, ASSOCIATES

1331 H ST., N.W.
SUITE 700
WASHINGTON, D.C. 20005
202-628-8615

August 20, 1982

Office of Mr. James Baker, III
Attention: Mr. J. Cicconi
The White House
Washington D.C.

Dear Mr. Cicconi:

On August 5, 1982, I notified your office that our firm would be responding to the draft Presidential Policy Statement on Indian Affairs.

Enclosed is our reply. Your office, and those of the President, ie: Intergovernmental Relations, Domestic Policies, and Economic Policy are respectfully requested to carefully review our paper.

If I can be of any further assistance or help, please call my office at (202) 628-8615.

Sincerely,

Terrance J. Brown

f ac

Brown, Jerry

December 18, 1981

Mr. James W. Cicconi
Assistant to the Chief of Staff
First Floor, West Wing
White House
Washington, D.C. 20500

Dear Jim:

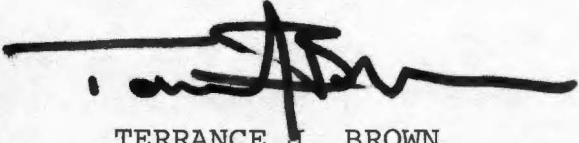
Please find enclosed two copies of my resume and a background paper that Mr. Allan Clark suggested I make available for you.

I hope your schedule will permit us an opportunity to meet personally for five or ten minutes.

I will call you again on Monday, December 21, 1981. Your office may contact me at the Veterans Administration, 389-5465 or if you would prefer to talk with me after hours, you may reach me at ~~583~~⁵³³-9775.

Thanks for this opportunity to talk with you about the GOP and the President's Administration.

Sincerely,



TERRANCE J. BROWN

Enclosure

Information/Point Paper

October 1979 - December 1981

- October 1979 -Discussed with Congressman Don Young (R)
Alaska the option of becoming his Administrative Assistant.
- November 1979 -Notified that effective January 1, 1980 that I would start as the Congressman's Administrative Assistant.
- June 1980 -Researched, drafted, and provided point papers on domestic matters for Mr. Rich Williamson.
Contact: Ms. Penny Eastman
- July/November 1980-Issue/briefing assistance for both Ambassador Bush and Governor Reagan.
- (1.) -Provided staff support and pertinent data for the Ambassador on trips to the Mid-West, East Coast, and the Southwest.
- American Indian.
- Trip to Alaska en route to China.
Contact: Annelise Anderson, Charlie Greenleaf
- (1.a.) Issue/briefing assistance for the Governors' trips to the Southwest, Mid-West and Pacific Northwest for the advance team of Governor Reagan.
- Natural Resource Issues
-Public Lands
-Fisheries
-Merchant Marine
-American Indian
- Contact: Penny Eastman w/Rich Williamson's Office and Martin Anderson

Reagan/Bush Transition Period

- Interviewed in November 1980 with Secretary-Designate Watt, DOI, for the Assistant Secretary for Indian Affairs.
- a. In May 1981 the Senate confirmed Ken Smith as Assistant Secretary. Smith was under Secretary Hodell's candidate.

-In April of 1981, the President's Political Affairs Office placed me at the Veterans Administration.

~~REDACTED~~

~~REDACTED~~

b(6)

~~REDACTED~~

~~REDACTED~~

~~REDACTED~~

~~REDACTED~~

~~REDACTED~~

~~REDACTED~~

~~REDACTED~~

Objective: I. To serve this Administration as an SES Officer/ Political Appointee, as a Federal Administrator with commitment to implement and carry out the decisions and policies of the President.

II. To serve the Administration in the President's Office of Legislative or Political Affairs.

Background Information:

- strong local, State, and Federal government experience.
- excellent House and Senate rapport.
- strong contacts with the private sector.
- knowledgeable about the administrative and legislative procedures of the U.S. Congress.
- strong working knowledge of the inner workings/ intergovernmental relations of the executive branches of government.

Current Salary Base: \$52,900

References will be furnished upon request.

Terrance James Brown
D.O.B. September 25, 1947
S.S.N. [REDACTED] 66)

References: Furnished upon request.

Work Telephone: (202) 389-6465
Home Telephone: (703) 533-9775

Present salary level: \$52,900

Personal Information: Born and raised in Yreka, California
Age 34
Married to Christine Ann Stryker of
Weaverville, California
Five Children: Terrance Gregory,
William Todd, Bridget Chante,
Brooke Ann Eshaha, and Brittany Jourdain

Education: Yreka Grammer School
Yreka High School
Hoopa High School
Humboldt State University
Sacramento State University

Military Service: U.S. Marine Corps, 1965-1968
One combat tour in South Vietnam

Employment Record:

Executive Staff - (1) Staff Assistant to the Administrator,
Veterans Administration

Legislative liaison with the U.S. Congress.
Advisor on intergovernmental relations and
interagency program coordination. Reviews
and recommends alternatives for the
Administrator on the VA budget, OMB
justifications, personnel and other VA
sensitive matters as assigned by the
Administrator.

Legislative - (2) Administrative Assistant

Directed and supervised the administrative
and legislative affairs of Congressman Don
Young (R) Alaska. Legislative and committee
responsibility included: Interior and Insular
Affairs, Merchant Marine & Fisheries. The
Congressman was ranking minority member on
U.S. Coast Guard Committee and Mines and
Mining.

Executive Staff (3.) (With line/program operations authority.)	<u>Assistant Director for Programs</u> Administered \$9.1 million in federal programs. Areas of program responsibility included: (a) law enforcement, (b) tribal courts, (c) 25 CFR Courts, (d) Housing, (e) Indian Self-determination Act PL 93-638, (f) Young Adult Conservation Corps, (g) Indian Child Welfare Act, (h) State/Federal/tribal government land claims settlement negotiations. Supervised field and area office staff.
Senior Executive (4.) Staff	<u>Executive Officer</u> Administrative responsibility to the Deputy Assistant Secretary for Policy, Budget, and Administration. Areas of responsibility: personnel, GAO liaison with BIA, DOI and OMB, fiscal projections, planning, and justifications, EEO matters.
Management (5.) With line/program operations responsibility	<u>Administrator</u> Directed and supervised the establishment of approximately \$14.3 million of newly authorized program capital for the Young Adult Conservation Corps, and the Youth Conservation Corps, BIA, Department of Interior. Supervised both field and central office staff.
Private Sector (6.)	<u>Professional Staff</u> Directed, coordinated, and implemented sensitive agency/program study projects on administrative matters that directly affected the elected tribal leadership of the National Tribal Chairmans' Association. Researched, prepared, and presented findings of fact on matters that pertained to the day-to-day operations of tribal government, state-federal intergovernment relations, and tribal leaders liaison with congressional offices.

Executive (7.)
Staff Assistant to
the U.S. Commissioner
of Indian Affairs with
no line authority.

Special Assistant

Coordinated for the Commissioner senior executive staff assignments. Interfaced with all Bureau line officers on matters of the budget, program operations, personnel, and special projects between the tribal governments and Bureau staff. Involved in public liaison speaking, and special assignments between the BIA and U.S. Congress.

Management (8.)
With program
authority.

Director

Directed and supervised the implementation of a \$400,000 state wide program for California elderly Indians. The program served 416 hot meals a day to rural and/or reservation located Indians.

Management (9.)
With project
authority.

Director

Assisted in the development/direction and project content of a management (data) information system between Tribal Alcoholism Centers (106) and the Stanford Research Institute of California. This prototype was computer oriented with the mission to enhance both administrative ability as well as the management of the alcoholism centers.

Woodsman (10.)

Timber Faller

Worked in the forests of the Pacific Northwest and Northern California as a timber faller. Fell both Redwood and Douglas fir timber.

THE WHITE HOUSE

WASHINGTON

July 22, 1981

TO: ROBERT NIMMO

FROM: RON MANN *RM*

SUBJECT: WHITE HOUSE NOMINATION FOR THE POSITION
OF ASSISTANT DEPUTY ADMINISTRATOR FOR
PROGRAMS AT THE VETERANS ADMINISTRATION

It is the White House recommendation that Mr. Terrance Brown be considered for the position of Assistant Deputy Administrator for Programs. Since we feel he is extremely qualified, has strong political support, has proven himself as a 120 day detailee at V.A., and was and is a strong supporter of the President, we will not be submitting any other nominees for this position.

Because of the above we can assure you he can and will be quickly approved for this position.

cc:Becky Norton Dunlop

Terrance J. Brown
6820 Wheatley Court
Falls Church, VA 22042

- Summary of Resume -

Currently employed at: The Veterans Administration as
Staff Assistant to the Administrator
for Policy, Budget, and Administration

1980-1981: U.S. House of Representatives
Administrative Assistant to
Congressman Don Young (R-Alaska)

Born: September 25, 1947 in Yreka, California
Married to Christine Ann Stryker of Weaverville, California

Children: Terrance Gregory, William Todd, Bridget Chante,
Brooke Ann Eshaha, and Brittany Jourdain

Education: Yreka Elementary School, California; Yreka
High School, California; Hoopa High School,
California; Humboldt State University,
California; Sacramento State University.

Military: U.S. Marine Corps, 1965-1968
One combat tour in South Vietnam

California Indian: Member of the Karock Tribe

Past Employment Record:

- a. Assistant to the Eastern Area Director,
with line officer responsibility, Bureau
of Indian Affairs,
- b. Executive Assistant to the Deputy
Assistant Secretary for Policy, Budget
and Administration, DOI,
- c. Administrator, Young Adult Conservation
Corps, Youth Conservation Corps, DOI
- d. Special Assistant to the U.S. Commissioner
of Indian Affairs, BIA
- e. Director, ITCC, program for elderly
California Indians
- f. Director, for the Indian Alcoholic
Management Information System
- g. Timber Faller, Pacific Northwest and
Northern California

DON YOUNG
CONGRESSMAN FOR ALL ALASKA

COMMITTEES:
INTERIOR AND INSULAR
AFFAIRS
MERCHANT MARINE AND
FISHERIES

Congress of the United States
House of Representatives

Washington, D.C. 20515

March 16, 1981

WASHINGTON OFFICE

2331 RAYBURN BUILDING
TELEPHONE 202/225-5765

DISTRICT OFFICES

FEDERAL BUILDING AND
U.S. COURT HOUSE
761 C STREET, BOX 3
ANCHORAGE, ALASKA 99513
TELEPHONE 907/271-5878

BOX 18, 101 12TH AVENUE
FAIRBANKS, ALASKA 99701
TELEPHONE 907/486-6849

Mr. E. Pendleton James
Special Assistant to the President
for Personnel
The White House
Washington, D.C. 20500

Dear Pen,

The Alaska Republican Congressional Delegation strongly recommends Mr. Terrance J. Brown, Administrative Assistant to Congressman Don Young, for appointment as the Associate Deputy Administrator in the Veterans Administration. Mr. Brown has our full support, as he possesses both the management experience and congressional background for this key policy position.

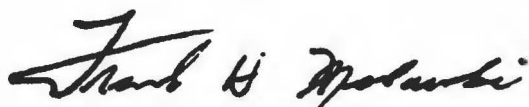
Terry has many attributes that we think will be beneficial to President Reagan and the Veterans Administration. First, Terry worked hard on President Reagan's campaign to capture the vote of American Indians.

When he worked in the Executive Branch, Terry acquired experience in the field as well as Washington, D.C. In addition to his experience working in the government, Mr. Brown is a Vietnam veteran with combat service during the Asian conflict in 1967 and 1968.

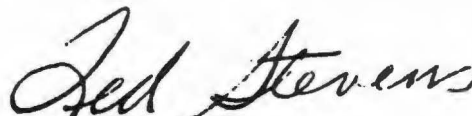
We are confident that Mr. Brown will serve this Administration and the VA well, if given the opportunity. For these reasons, we urge you to make a timely decision and select Mr. Brown as the Associate Deputy Administrator for the Veterans Administration.

Thank you for your consideration.

Sincerely,



FRANK MURKOWSKI
United States Senator



TED STEVENS
United States Senator


DON YOUNG

Congressman for all Alaska

cc: Mr. Lynn Nofziger

DON YOUNG
CONGRESSMAN FOR ALL ALASKA

COMMITTEES:
INTERIOR AND INSULAR
AFFAIRS
MERCHANT MARINE AND
FISHERIES

f - G.C.

Congress of the United States
House of Representatives
Washington, D.C. 20515

March 16, 1981

WASHINGTON OFFICE
2331 RAYBURN BUILDING
TELEPHONE 202/225-5765

DISTRICT OFFICES
FEDERAL BUILDING AND
U.S. COURT HOUSE
701 C STREET, BOX 3
ANCHORAGE, ALASKA 99513
TELEPHONE 907/271-5978
BOX 10, 101 12TH AVENUE
FAIRBANKS, ALASKA 99701
TELEPHONE 907/456-6949

Mr. E. Pendleton James
Special Assistant to the President
for Personnel
The White House
Washington, D.C. 20500

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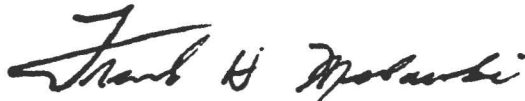
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When he worked in the Executive Branch, Terry acquired experience in the field as well as Washington, D.C. In addition to his experience working in the government, Mr. Brown is a Vietnam veteran with combat service during the Asian conflict in 1967 and 1968.

We are confident that Mr. Brown will serve this Administration and the VA well, if given the opportunity. For these reasons, we urge you to make a timely decision and select Mr. Brown as the Associate Deputy Administrator for the Veterans Administration.

Thank you for your consideration.

Sincerely,



FRANK MURKOWSKI
United States Senator



TED STEVENS
United States Senator


DON YOUNG

Congressman for all Alaska

cc: Mr. Lynn Nofziger

March 12, 1981

Mr. Paul Russo
Special Assistant to the President
for Political Affairs
The White House
Room 170
Washington, D. C. 20500

Dear Mr. Russo:

The information you requested is outlined in the enclosed memorandum. It is spelled out in more detail than you requested; however, I felt it was important that you have all of the pertinent facts.

As I have outlined in the memorandum, I am still committed to being the Assistant Secretary for Indian Affairs in the Reagan Administration.

I feel more strongly than ever that I can serve this Administration well if given the opportunity. I look forward to talking further with you or Mr. Nofziger.

Sincerely,



Terrance J. Brown

Enclosure

March 12, 1981

Memorandum

To: Mr. Paul Russo
Special Assistant to the President
for Political Affairs

From: Terrance J. Brown

Subject: Chronology of Campaign Events and Background Information --
Assistant Secretary for Indian Affairs, Department of
the Interior

June-November 1980 -- Worked on Reagan advance contingent meeting
with Indian leaders to form Indians for Reagan/Bush.

July-November 1980 -- Worked on issues and prepared briefs and
talking papers for GOP National Headquarters.

August-October 1980 -- Worked on issue papers for the Ambassador
and Governor for their scheduled campaign trips to Northwest,
Midwest, and West Coast.

October 26, 1980 -- Briefed Mr. Anderson and Mr. J. Brady in Sioux
Falls, South Dakota for Governor Reagan meeting with National
Indian leaders.

October-December 1980 -- Asked for and received conservative and
moderate House and Senate GOP support.

December 1980 -- Asked for and received recommendations for the
position of Assistant Secretary for Indian Affairs from
Annelise Anderson and the Executive Committee, Western States
GOP caucus.

December 1980-January 1981 -- Asked for and received tribal
government support from over 171 tribes across the U.S.

January 12-16, 1981 -- Word is passed that Martin Seneca, attorney consultant, says Assistant Secretary will be Ken Smith and Smith will bring in old line BIA employees (LaFollett Butler and John Artichoker) to keep lid on BIA and Indians, while Martin Seneca (Representing Indian tribes to government) will be retained as consultant to BIA as compensation for "policy guidance" to Ken Smith. (Note: This was before Administration even took office)

January 21, 1981 -- Ken Smith is interviewed by the Secretary.

January 26, 1981 -- I am interviewed by the Secretary. Secretary makes point of telling me there will be only one (1) Deputy, no Commissioner of Indian Affairs.

January 28, 1981 -- Secretary offers me the Deputy Assistant Secretary job. Secretary tells me he nominated Ken Smith for Assistant Secretary and urges me to take Deputy job.

January 30, 1981 -- I called Smith to tell him I accepted Secretary's offer of Deputy Assistant Secretary. Smith tells me he will select own man, and I may not be his choice.

February 6, 1981 -- Executive Assistant to Secretary called me to tell me Secretary will recommend to Ken Smith that he consider me for position of Deputy Assistant Secretary. I replied that was not the agreement.

CONCLUSION

Consideration for the Assistant Secretary for Indian Affairs should be made on my national experience in both the executive and legislative branches of the Government, as well as my extensive knowledge of national Indian affairs. Moreover, I am a national Republican who actively worked for the election of the President.

This seems to be another clear case of a known Reagan loyalist vs a non-Reagan loyalist. The case should be decided on professional experience and demonstrated political loyalty. No other criteria should be considered.

Mr. Russo, if it is necessary to establish both my professional expertise and political loyalty, the following members of the U.S. Congress should be called:

Congressman Manuel Lujan	--	Republican - New Mexico Ranking Minority Member Interior & Insular Affairs
Congressman Don Young	--	Republican - Alaska 2nd Ranking Minority Member Interior & Insular Affairs
Congressman Richard Cheney	--	Republican - Wyoming
Senator John Warner	--	Republican - Virginia
Senator David Durenberger	--	Republican - Minnesota Recently relinquished position on Senate Select Committee on Indian Affairs
Senator Ted Stevens	--	Republican - Alaska Majority Whip

*The
Western States Political Caucus
and the
Western Tribal Leadership
welcome you*

Sunday, January 18, 1981

2:00 p.m. - 5:00 p.m.

*Georgetown Inn
to a reception honoring the
Western States Leadership
from*

<i>Alaska</i>	<i>New Mexico</i>
<i>Arizona</i>	<i>North Dakota</i>
<i>Colorado</i>	<i>Oregon</i>
<i>Idaho</i>	<i>South Dakota</i>
<i>Montana</i>	<i>Utah</i>
<i>Nevada</i>	<i>Washington</i>
<i>Wyoming</i>	

History of the Western States Political Caucus

Created from common support for Ronald Reagan and in recognition of a need to coalesce the separate political strengths of 11 western states, the **Western States Political Caucus** was formed at Kansas City in July, 1976.

During 1976-1979, the Caucus met quarterly to strengthen its Reagan base and to monitor and develop issues common to the West, including public lands, water and energy.

In 1979-1980, the Caucus focused its attention and resources on the election of President Ronald Reagan.

In 1976, these 11 western states delivered 201 out of 264 delegate votes to Kansas City for Governor Reagan. In 1980, these 11 western states delivered 263 voted out of 264 delegate votes to Detroit for the Reagan / Bush team.

At a meeting in Denver in December 1980, the Caucus expanded to 13 states, adding North Dakota and South Dakota, whose size, location and interests are in concert with those of the original 11 states.

The Western States Political Caucus plans to continue its efforts in pursuit of land, energy and water policies that are in the best interests of both the economy and well-being of the people in these western states throughout President Reagan's Administration and the successive Republican administrations.

Western States Political Caucus

Chairman: M. M. "Mike" Masson, Arizona

Co-Chairman: C. Dale Duvall, Washington

Executive Committee:

Frank Whetstone, Montana

Anderson Carter, New Mexico

James S. Munn, Washington

Holly Coors, Colorado

Reese Taylor, Nevada

Diana Evans, Oregon

Leona Day, Idaho

Western Tribal Leadership

Coordinator: Terrance J. Brown, California

Hosts

Mr. & Mrs. M. M. Masson	The Western Tribes
C. Dale Duvall	National Rifle Association
Mr. & Mrs. Terrance J. Brown	J. C. Penney Company
Mr. & Mrs. James S. Munn	Alaska Food Company
Dr. & Mrs. Thomas Clary	Texas Air
Doyon Construction	Mineral Research Corp.
Morris, Lee & Company	Sullivan & Masson
Ellers, Fannin, Oakley, Chester & Rike Inc.	

Sponsors

Mr. & Mrs. Reese Taylor	Tobacco Institute Inc.
Mr. & Mrs. John Smithbaker	American Security Council
Mr. & Mrs. Ron Stephens	Amax Inc.
Mr. & Mrs. Tom Aranda	Westmoreland Coal
Mr. & Mrs. James Crockett	Colonial Parking Inc.
Rocky Mountain Energy Corp.	American Meat Association
Weadon Printing Services Inc.	Red Lobster Inns of America
National Association of Home Builders	Mobil Oil Corp.
American Society of Association Executives	AMOCO

Special Acknowledgements

Mr. & Mrs. Ken Stout	William Tucker	Dee Ann Smith
Michael Tarrant	William Russell	Kathryn Coe Royce

THE WHITE HOUSE
WASHINGTON

10:30

Jim

Terry Brown called
Veterans Affairs Admin.

Bob Nummo fired him
on Friday

WCB

home - 533-9775

MEMORANDUM OF CALL

TO:

☐ YOU WERE CALLED BY—

☐ YOU WERE VISITED BY—

OF (Organization)

☐ PLEASE CALL → PHONE NO. CODE/EXT. 389-5465 ☐ FTS

☐ WILL CALL AGAIN

☐ IS WAITING TO SEE YOU

☐ RETURNED YOUR CALL

☐ WISHES AN APPOINTMENT

MESSAGE

Today is last day w/ VA -
will call Monday w/ new phone # -
prefer lunch vs. appt. please

RECEIVED BY

DATE

TIME

63-109

☆ GPO : 1981 O - 341-529 (116)

STANDARD FORM 63 (Rev. 8-76)
Prescribed by GSA
FPMR (41 CFR) 101-11.6

MEMORANDUM OF CALL

TO:

☐ YOU WERE CALLED BY—

☐ YOU WERE VISITED BY—

OF (Organization)

☐ PLEASE CALL → PHONE NO. CODE/EXT. ☐ FTS

☐ WILL CALL AGAIN

☐ IS WAITING TO SEE YOU

☐ RETURNED YOUR CALL

☐ WISHES AN APPOINTMENT

MESSAGE

Terry Brown
389-5465
Call Friday 8th or Monday 11th to set
appt./lunch w/ Jim

RECEIVED BY

DATE

TIME

63-109

☆ U.S. G.P.O. 1981-341-529/26

STANDARD FORM 63 (Rev. 8-76)
Prescribed by GSA
FPMR (41 CFR) 101-11.6

MEMORANDUM OF CALL

TO:

☐ YOU WERE CALLED BY—

☐ YOU WERE VISITED BY—

OF (Organization)

☐ PLEASE CALL → PHONE NO. CODE/EXT. 389-5465 ☐ FTS

☐ WILL CALL AGAIN

☐ IS WAITING TO SEE YOU

☐ RETURNED YOUR CALL

☐ WISHES AN APPOINTMENT

MESSAGE

Wants appt. or lunch please -
you name time - I'll arrange

RECEIVED BY

DATE

TIME

63-109

☆ GPO : 1981 O - 341-529 (116)

STANDARD FORM 63 (Rev. 8-76)
Prescribed by GSA
FPMR (41 CFR) 101-11.6

AA

Very interesting,
but I don't think
we need to respond to
Ray's office. Unless you
disagree, just file, ok?
Thanks
JC