

Ronald Reagan Presidential Library

Digital Library Collections

This is a PDF of a folder from our textual collections.

WHORM Subject File Code: SA002
(Safety – Accident Prevention: Highway Traffic Safety)
Case file Number(s): 290000-299999
Box: 6

To see more digitized collections visit:
<https://www.reaganlibrary.gov/archives/digitized-textual-material>

To see all Ronald Reagan Presidential Library inventories visit:
<https://www.reaganlibrary.gov/archives/white-house-inventories>

Contact a reference archivist at: **reagan.library@nara.gov**

Citation Guidelines: <https://reaganlibrary.gov/archives/research-support/citation-guide>

National Archives Catalogue: <https://catalog.archives.gov/>

THE WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET

SAJ22

INCOMING

DATE RECEIVED: MARCH 18, 1985

NAME OF CORRESPONDENT: THE HONORABLE RONALD D. COLEMAN

SUBJECT: REQUESTS THAT THE PRESIDENT WAIVE THE
IMPLEMENTATION OF SECTION 226 OF THE MOTOR
CARRIER SAFETY ACT OF 1984

ROUTE TO: OFFICE/AGENCY (STAFF NAME)	ACTION		DISPOSITION	
	ACT CODE	DATE YY/MM/DD	TYPE RESP	C COMPLETED D YY/MM/DD
M. P. OGLESBY	ORG	85/03/18	MDA	85/03/29 ^{YI}
REFERRAL NOTE: <i>TRANSPORTATION</i>		VER 85/04/03		/ /
REFERRAL NOTE: <i>Becky Rangel</i>		/ /		/ /
REFERRAL NOTE:		/ /		/ /
REFERRAL NOTE:		/ /		/ /
REFERRAL NOTE:		/ /		/ /

COMMENTS: _____

ADDITIONAL CORRESPONDENTS: MEDIA: I INDIVIDUAL CODES: 1230 _____

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

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

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

March 29, 1985

Dear Ron:

On the President's behalf, I would like to acknowledge your March 15 letter outlining your concerns with respect to certain provisions of the Motor Carrier Safety Act of 1984 which you describe as having a possible adverse effect on the southwest border economy.

Please know that we appreciate your interest in detailing for us your specific concerns about Section 226 of this legislation which deals with "certificates of registration." Let me assure you that your recommendations have been transmitted to the President's advisers in this area for careful review and consideration.

With best wishes,

Sincerely,

M. B. Oglesby, Jr.
Assistant to the President

The Honorable Ron Coleman
House of Representatives
Washington, D.C. 20515

cc: w/copy of inc to Becky Range, Counselor to the Secretary,
Dept of Transportation - for DIRECT response

MBO:KRJ:hlb

RONALD D. COLEMAN
16TH DISTRICT, TEXAS

COMMITTEE ON APPROPRIATIONS

MAJORITY WHIP AT LARGE

CHAIRMAN, CONGRESSIONAL
BORDER CAUCUS



Congress of the United States
House of Representatives
Washington, DC 20515

#291450
418 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4831

DISTRICT OFFICES:
U.S. COURTHOUSE, ROOM 148
EL PASO, TX 79901
(915) 541-7650

U.S. POST OFFICE BUILDING, ROOM 304
PECOS, TX 79772
(915) 446-6216

SPECIAL PHONE FOR THE
HEARING IMPAIRED
TTY-202-225-1904
VOICE-202-225-0656

March 15, 1985

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

Dear Mr. President:

This letter is to draw your attention to certain possible adverse affects that the enactment of specific provisions of the Motor Carrier Safety Act of 1984, P.L. 98-554, could have upon the southwest border economy of the United States.

As you may know, Section 226 of the above-mentioned law provides for the implementation of "certificates of registration" for foreign-owned and foreign-domiciled carriers which have not been licensed in this country by the Interstate Commerce Commission. Section 226 also permits the President to waive the implementation of this provision and allows for the exploration of other administrative remedies.

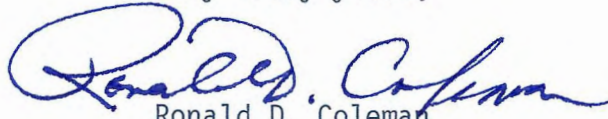
I am requesting that you do waive the implementation of Section 226 and that you also vigorously pursue negotiations with the Government of Mexico in seeking an equitable settlement for U.S. carriers wishing to do business in that country, pursuant to the Bus Regulatory Reform Act of 1982, P.L. 97-261.

There has been an increase in industrial production and commerce along the U.S.-Mexico border which has allowed that region the ability to begin to economically rebound from the disastrous effects of the currency shocks felt in 1982. To allow the implementation of Section 226 to go forward as presently designed would, I believe, work an unjustified hardship upon the ability of many border businesses to operate effectively. It is because of this concern that I am requesting your waiver of Section 226 and the resulting rule which the ICC seeks to promulgate prior to May 1, in order that a sixty-day period for congressional comment be utilized to evaluate the long-term impact of this Act.

The President
March 15, 1985
Page 2

With kindest personal regards, I remain

Very truly yours,



Ronald D. Coleman
Member of Congress

RDC/sb

Per Tom
Baker Range handling

THE WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET

ID# 291450

SA002

INCOMING

DATE RECEIVED: MARCH 18, 1985

NAME OF CORRESPONDENT: THE HONORABLE RONALD D. COLEMAN

SUBJECT: REQUESTS THAT THE PRESIDENT WAIVE THE
IMPLEMENTATION OF SECTION 226 OF THE MOTOR
CARRIER SAFETY ACT OF 1984

ROUTE TO: OFFICE/AGENCY (STAFF NAME)		ACTION ACT CODE	DATE YY/MM/DD	DISPOSITION TYPE RESP	C COMPLETED D YY/MM/DD
M. P. OGLESBY		ORG	85/03/18	YMO A	85/03/29 VI
REFERRAL NOTE: <u>Transportation</u>		VI R	85/04/03	A	85/04/30 AB
REFERRAL NOTE: <u>Becky Range</u>		A	85/05/02	C	85/05/02 AB
REFERRAL NOTE: <u>LA OGLE</u>					
REFERRAL NOTE:					
REFERRAL NOTE:					
REFERRAL NOTE:					

COMMENTS: _____

ADDITIONAL CORRESPONDENTS: MEDIA: L INDIVIDUAL CODES: 1230 _____

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

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

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



THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

APR 30 1985

The Honorable Ronald D. Coleman
U.S. House of Representatives
Washington, D.C. 20515

Dear Ron:

President Reagan has asked me to reply to your letter to him concerning the implementation, beginning July 1, of Section 226 of the Motor Carrier Safety Act of 1984 (P.L. 98-554). You requested that the President exercise his authority to waive the application of Section 226 on the basis that it could have possible adverse effects upon the southwest border economy of the United States.

Section 226 of P.L. 98-554 does not mention those Mexican-owned, Mexican-based for-hire motor carriers which carry the bulk of the industrial cargoes across the border between the so-called "twin plants" or maquilas. Some people had initially believed that such carriers would not be able to continue their cross-border service from July 1, 1985 onward. However, under an interpretation of the new law concurred in by the Interstate Commerce Commission, the Executive Agencies, the Senate Commerce Committee and the House Public Works Committee, the maquilas will continue to be able to use for-hire Mexican truckers to carry regulated (industrial) commodities from their Mexican plants into U.S. commercial zones adjacent to the border. Overall, we do not believe that implementation of P.L. 98-554 by the Interstate Commerce Commission, the Department of Transportation and the Treasury Department (Customs) will pose a threat to the smooth functioning of the maquila industry.

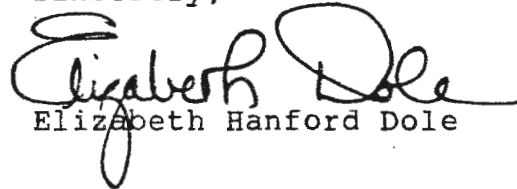
We understand that the Interstate Commerce Commission expects to be able to issue the final rule on Section 226 by May 1. We have been advised that the Commission will clarify its interpretation of the law's applicability to Mexican trucks hauling regulated (industrial) commodities within border commercial zones at that time.

Last October the Congress expressed its will in regard to the border traffic by including Section 226 in the Motor Carrier Safety Act of 1984. With the facts given above, we do not see any present reason for the President to consider waiving the application of Section 226.

I appreciate very much your sharing your concerns about the legislation with the Administration. I hope that this information will prove helpful to you.

With best wishes.

Sincerely,

A handwritten signature in cursive script, reading "Elizabeth Dole". The signature is written in dark ink and is positioned above the printed name.

Elizabeth Hanford Dole

THE WHITE HOUSE OFFICE

REFERRAL

APRIL 3, 1985

TO: DEPARTMENT OF TRANSPORTATION
ATTN: BECKY RANGE

ACTION REQUESTED:
DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

ID: 291450
MEDIA: LETTER, DATED MARCH 15, 1985
TO: PRESIDENT REAGAN
FROM: THE HONORABLE RONALD D. COLEMAN
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515

ACTION	
is assigned to	
P	
CONTROL NO	
8504030033	
SAMIS	S-10

cc. S-1/RR

SUBJECT: IDENTIFIES "CERTAIN POSSIBLE ADVERSE AFFECTS" THAT SPECIFIC PROVISIONS OF THE MOTOR CARRIER SAFETY ACT OF 1984 COULD HAVE ON THE SOUTH - WEST BORDER ECONOMY OF THE U. S. URGES YOU TO WAIVE SECTION 226 WHICH PROVIDES FOR THE IMPLEMENTATION OF "CERTIFICATES OF REGISTRATION" FOR FOREIGN - OWNED & FOREIGN - DOMICILED CARRIERS WHICH HAVE NOT BEEN LICENSED IN THIS COUNTRY BY THE ICC.

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

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE (OR DRAFT) TO:
AGENCY LIAISON, ROOM 91, THE WHITE HOUSE

SALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE

U.S. DEPT OF
TRANSPORTATION
1985 APR -3 PM 2:24
OFFICE OF
PRESIDENTIAL
CORRESPONDENCE
EX-107

March 29, 1985

Dear Ron:

On the President's behalf, I would like to acknowledge your March 15 letter outlining your concerns with respect to certain provisions of the Motor Carrier Safety Act of 1984 which you describe as having a possible adverse effect on the southwest border economy.

Please know that we appreciate your interest in detailing for us your specific concerns about Section 226 of this legislation which deals with "certificates of registration." Let me assure you that your recommendations have been transmitted to the President's advisers in this area for careful review and consideration.

With best wishes,

Sincerely,

M. B. Oglesby, Jr.
Assistant to the President

The Honorable Ron Coleman
House of Representatives
Washington, D.C. 20515

cc: w/copy of inc to Becky Range, Counselor to the Secretary,
Dept of Transportation - for DIRECT response

MB0:KRJ:hlb

RONALD D. COLEMAN
16TH DISTRICT, TEXAS



COMMITTEE ON APPROPRIATIONS

MAJORITY WHIP AT LARGE

CHAIRMAN, CONGRESSIONAL
BORDER CAUCUS

Congress of the United States
House of Representatives
Washington, DC 20515

416 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4831

DISTRICT OFFICES
U.S. COURTHOUSE, ROOM 148
EL PASO, TX 79901
(915) 541-7850

U.S. POST OFFICE BUILDING, ROOM 304
PECOS, TX 79772
(915) 445-8218

SPECIAL PHONE FOR THE
HEARING IMPAIRED
TTY-202-225-1904
VOICE-202-225-0658

March 15, 1985

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

Dear Mr. President:

This letter is to draw your attention to certain possible adverse affects that the enactment of specific provisions of the Motor Carrier Safety Act of 1984, P.L. 98-554, could have upon the southwest border economy of the United States.

As you may know, Section 226 of the above-mentioned law provides for the implementation of "certificates of registration" for foreign-owned and foreign-domiciled carriers which have not been licensed in this country by the Interstate Commerce Commission. Section 226 also permits the President to waive the implementation of this provision and allows for the exploration of other administrative remedies.

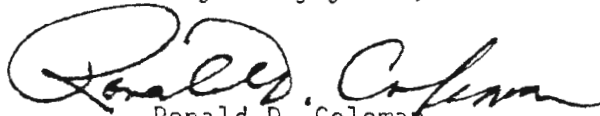
I am requesting that you do waive the implementation of Section 226 and that you also vigorously pursue negotiations with the Government of Mexico in seeking an equitable settlement for U.S. carriers wishing to do business in that country, pursuant to the Bus Regulatory Reform Act of 1982, P.L. 97-261.

There has been an increase in industrial production and commerce along the U.S.-Mexico border which has allowed that region the ability to begin to economically rebound from the disastrous effects of the currency shocks felt in 1982. To allow the implementation of Section 226 to go forward as presently designed would, I believe, work an unjustified hardship upon the ability of many border businesses to operate effectively. It is because of this concern that I am requesting your waiver of Section 226 and the resulting rule which the ICC seeks to promulgate prior to May 1, in order that a sixty-day period for congressional comment be utilized to evaluate the long-term impact of this Act.

The President
March 15, 1985
Page 2

With kindest personal regards, I remain

Very truly yours,

A handwritten signature in cursive script, appearing to read "Ronald D. Coleman".

Ronald D. Coleman
Member of Congress

RDC/sb

Per Tom
Becky Range handling

ID# 291450

THE WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET

INCOMING

DATE RECEIVED: MARCH 18, 1985

NAME OF CORRESPONDENT: THE HONORABLE RONALD D. COLEMAN

SUBJECT: REQUESTS THAT THE PRESIDENT WAIVE THE
IMPLEMENTATION OF SECTION 226 OF THE MOTOR
CARRIER SAFETY ACT OF 1984

ROUTE TO: OFFICE/AGENCY (STAFF NAME)	ACTION ACT CODE	DATE YY/MM/DD	DISPOSITION TYPE RESP	C COMPLETED D YY/MM/DD
M. P. OGLESBY	ORG	85/03/18	MD	A 85/03/29 VI
REFERRAL NOTE: <i>Transportation</i>	REF	85/04/03		A 85/04/30 AB
REFERRAL NOTE: <i>Deputy Range</i>	A	85/05/02		C 85/05/02 AB
REFERRAL NOTE:				
REFERRAL NOTE:				
REFERRAL NOTE:				

COMMENTS:

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: 1230

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

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

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



THE SECRETARY OF TRANSPORTATION

WASHINGTON, D.C. 20590

APR 30 1985

The Honorable Ronald D. Coleman
U.S. House of Representatives
Washington, D.C. 20515

Dear Ron:

President Reagan has asked me to reply to your letter to him concerning the implementation, beginning July 1, of Section 226 of the Motor Carrier Safety Act of 1984 (P.L. 98-554). You requested that the President exercise his authority to waive the application of Section 226 on the basis that it could have possible adverse effects upon the southwest border economy of the United States.

Section 226 of P.L. 98-554 does not mention those Mexican-owned, Mexican-based for-hire motor carriers which carry the bulk of the industrial cargoes across the border between the so-called "twin plants" or maquilas. Some people had initially believed that such carriers would not be able to continue their cross-border service from July 1, 1985 onward. However, under an interpretation of the new law concurred in by the Interstate Commerce Commission, the Executive Agencies, the Senate Commerce Committee and the House Public Works Committee, the maquilas will continue to be able to use for-hire Mexican truckers to carry regulated (industrial) commodities from their Mexican plants into U.S. commercial zones adjacent to the border. Overall, we do not believe that implementation of P.L. 98-554 by the Interstate Commerce Commission, the Department of Transportation and the Treasury Department (Customs) will pose a threat to the smooth functioning of the maquila industry.

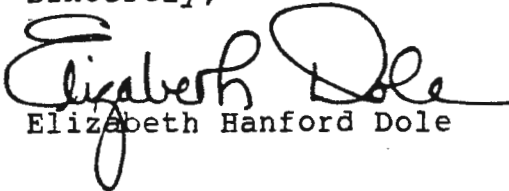
We understand that the Interstate Commerce Commission expects to be able to issue the final rule on Section 226 by May 1. We have been advised that the Commission will clarify its interpretation of the law's applicability to Mexican trucks hauling regulated (industrial) commodities within border commercial zones at that time.

Last October the Congress expressed its will in regard to the border traffic by including Section 226 in the Motor Carrier Safety Act of 1984. With the facts given above, we do not see any present reason for the President to consider waiving the application of Section 226.

I appreciate very much your sharing your concerns about the legislation with the Administration. I hope that this information will prove helpful to you.

With best wishes.

Sincerely,

A handwritten signature in cursive script, reading "Elizabeth Dole". The signature is fluid and elegant, with a large initial "E" and a prominent "D".

Elizabeth Hanford Dole

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

REFERRAL

APRIL 3, 1985

TO: DEPARTMENT OF TRANSPORTATION
ATTN: BECKY RANGE

ACTION REQUESTED:
DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

ID: 291450
MEDIA: LETTER, DATED MARCH 15, 1985
TO: PRESIDENT REAGAN
FROM: THE HONORABLE RONALD D. COLEMAN
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515

ACTION	
is assigned to	
P	
CONTROL NO.	
8504030033	
SAMIS	S-10

cc: S-1/RR

SUBJECT: IDENTIFIES "CERTAIN POSSIBLE ADVERSE AFFECTS" THAT SPECIFIC PROVISIONS OF THE MOTOR CARRIER SAFETY ACT OF 1984 COULD HAVE ON THE SOUTH - WEST BORDER ECONOMY OF THE U. S. URGES YOU TO WAIVE SECTION 226 WHICH PROVIDES FOR THE IMPLEMENTATION OF "CERTIFICATES OF REGISTRATION" FOR FOREIGN - OWNED & FOREIGN - DOMICILED CARRIERS WHICH HAVE NOT BEEN LICENSED IN THIS COUNTRY BY THE ICC.

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

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE (OR DRAFT) TO:
AGENCY LIAISON, ROOM 91, THE WHITE HOUSE

SALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE

U.S. DEPT OF
TRANSPORTATION
1985 APR -3 PM 2:24
OFFICE OF
EXECUTIVE
SECRETARY

March 29, 1985

Dear Ron:

On the President's behalf, I would like to acknowledge your March 15 letter outlining your concerns with respect to certain provisions of the Motor Carrier Safety Act of 1984 which you describe as having a possible adverse effect on the southwest border economy.

Please know that we appreciate your interest in detailing for us your specific concerns about Section 226 of this legislation which deals with "certificates of registration." Let me assure you that your recommendations have been transmitted to the President's advisers in this area for careful review and consideration.

With best wishes,

Sincerely,

M. B. Oglesby, Jr.
Assistant to the President

The Honorable Ron Coleman
House of Representatives
Washington, D.C. 20515

cc: w/copy of inc to Becky Range, Counselor to the Secretary,
Dept of Transportation - for DIRECT response

MBO:KRJ:hlb

RONALD D. COLEMAN
16TH DISTRICT, TEXAS

COMMITTEE ON APPROPRIATIONS

MAJORITY WHIP AT LARGE

CHAIRMAN, CONGRESSIONAL
BORDER CAUCUS



Congress of the United States
House of Representatives
Washington, DC 20515

290050
416 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4831

DISTRICT OFFICES
U.S. COURTHOUSE, ROOM 148
EL PASO, TX 79901
(915) 541-7850

U.S. POST OFFICE BUILDING, ROOM 304
PECOS, TX 79772
(915) 448-8218

SPECIAL PHONE FOR THE
HEARING IMPAIRED
TTY-202-225-1904
VOICE-202-225-0856

March 15, 1985

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

Dear Mr. President:

This letter is to draw your attention to certain possible adverse affects that the enactment of specific provisions of the Motor Carrier Safety Act of 1984, P.L. 98-554, could have upon the southwest border economy of the United States.

As you may know, Section 226 of the above-mentioned law provides for the implementation of "certificates of registration" for foreign-owned and foreign-domiciled carriers which have not been licensed in this country by the Interstate Commerce Commission. Section 226 also permits the President to waive the implementation of this provision and allows for the exploration of other administrative remedies.


I am requesting that you do waive the implementation of Section 226 and that you also vigorously pursue negotiations with the Government of Mexico in seeking an equitable settlement for U.S. carriers wishing to do business in that country, pursuant to the Bus Regulatory Reform Act of 1982, P.L. 97-261.

There has been an increase in industrial production and commerce along the U.S.-Mexico border which has allowed that region the ability to begin to economically rebound from the disastrous effects of the currency shocks felt in 1982. To allow the implementation of Section 226 to go forward as presently designed would, I believe, work an unjustified hardship upon the ability of many border businesses to operate effectively. It is because of this concern that I am requesting your waiver of Section 226 and the resulting rule which the ICC seeks to promulgate prior to May 1, in order that a sixty-day period for congressional comment be utilized to evaluate the long-term impact of this Act.

The President
March 15, 1985
Page 2

With kindest personal regards, I remain

Very truly yours,


Ronald D. Coleman
Member of Congress

RDC/sb

Per Tom
Becky Range handling

THE WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET

ID# 291791

SHOON

INCOMING

MAR 25 1985

DATE RECEIVED: MARCH 22, 1985

NAME OF CORRESPONDENT: THE HONORABLE JONATHAN W. ROGERS

SUBJECT: URGES THE PRESIDENT TO TAKE THE NECESSARY
STEPS TO DELAY THE IMPLEMENTATION OF THE
MOTOR CARRIER SAFETY ACT OF 1984

		ACTION		DISPOSITION	
ROUTE TO:		ACT	DATE	TYPE	C COMPLETED
OFFICE/AGENCY	(STAFF NAME)	CODE	YY/MM/DD	RESP	D YY/MM/DD
RONALD ALVARADO		ORG	85/03/22	RA	85/04/10
REFERRAL NOTE:					
<i>DOT transpo IGA</i>		R	85/4/15		85/05/10 <i>AD</i>
REFERRAL NOTE:					
REFERRAL NOTE:					
REFERRAL NOTE:					
REFERRAL NOTE:					
REFERRAL NOTE:					
REFERRAL NOTE:					
COMMENTS:	<i>please expedite promptly - time sensitive</i>				

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: 2500

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

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

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

P-5
MAY 1 1985

The Honorable Jonathan W. Rogers
Mayor
The City of El Paso
City Hall
500 East San Antonio Avenue
El Paso, Texas 79901

Dear Mayor Rogers:

President Reagan has asked that we in the Department of Transportation (DOT) answer your letter to him concerning the implementation of the Motor Carrier Safety Act of 1984 (P.L. 98-554) after July 1. The Executive Agencies including the Interstate Commerce Commission (ICC) and the DOT as well as members of the staffs of the House Public Works Committee and the Senate Commerce Committee have agreed upon an interpretation of the law which does not impose a significant burden upon the maquila industry. The ICC will publish its final regulation on implementing P.L. 98-554 about May 1, and we expect that the regulation will clarify this matter.

Specifically, we expect that the regulation will indicate that Mexican-owned for-hire motor carriers which move "regulated" (i.e., industrial) cargoes across the border will be allowed to serve points in the U.S. border commercial zones, including El Paso, and will not be required to obtain the new form of registration certificate from ICC. Those Mexican motor carriers which carry "exempt" or agricultural goods as well as privately owned trucking will be required to register, and these two latter forms of carriage will also be admitted to the U.S. border commercial zones, but not to any points beyond the zones. I believe that this information should answer the issues you raised with the President.

For your information, a member of my staff, Mr. Arnold L. Levine who is Assistant Director of the Office of International Transportation and Trade, was in El Paso on April 10 to discuss this subject and other aspects of section 226 of the Motor Carrier Safety Act of 1984. He was accompanied by the Secretary's regional representative, Mr. Don Shelton, and by Warren McFarland a senior officer of the ICC. They met with a number of business, industrial and transportation leaders, the list of whom I am enclosing for your interest.

Additionally, the Department has for several years sponsored research on barriers to trade through the Port of El Paso

by a staff led by Professor Don Michie of the Department of Marketing at the University of Texas at El Paso. I am enclosing for your files a copy of their latest report.

I believe the above should answer the question you have raised. If you should desire any further information, please let me know. Thank you for sharing your concern with the Administration.

Sincerely,

Original Signed By
Matthew V. Scocozza
Matthew V. Scocozza
Assistant Secretary for Policy
and International Affairs

Enclosures

P-24:H.Lapin:peb:4/18/85
cc: P1, 2, 3, 5, 20, 22, subject, chron
J&B, 8 S10, S1SY, I, C
Control Nos. P-041811
ES850416660013

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

REFERRAL

APRIL 15, 1985

TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:

DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

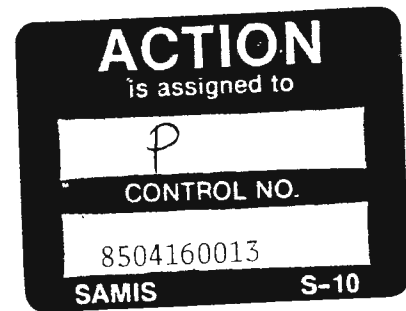
ID: 291791

MEDIA: LETTER, DATED MARCH 19, 1985

TO: PRESIDENT REAGAN

FROM: THE HONORABLE JONATHAN W. ROGERS
MAYOR OF EL PASO
EL PASO TX 79999

SUBJECT: URGES THE PRESIDENT TO TAKE THE NECESSARY
STEPS TO DELAY THE IMPLEMENTATION OF THE
MOTOR CARRIER SAFETY ACT OF 1984



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

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE
(OR DRAFT) TO:
AGENCY LIAISON, ROOM 91, THE WHITE HOUSE

SALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE

1985 APR 16 AM 9:55

AGENCY LIAISON

THE WHITE HOUSE
WASHINGTON

April 10, 1985

Dear Mayor Rogers:

On behalf of the President, I would like to thank you for your recent correspondence.

I have forwarded a copy of your letter to the Intergovernmental Affairs Office at the Department of Transportation for their consideration and direct reply. You should be hearing from them shortly.

I sincerely appreciate your bringing your concerns to the attention of the Administration. Please let me know if I can be of further assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read "Ronald L. Alvarado", written in a cursive style.

Ronald L. Alvarado
Special Assistant to the President
for Intergovernmental Affairs

The Honorable Jonathan W. Rogers
Mayor of El Paso
El Paso, Texas 79999



OFFICE OF THE
MAYOR
THE CITY OF EL PASO, TEXAS

JONATHAN W. ROGERS
MAYOR

March 19, 1985

The Honorable Ronald Reagan
President of the United States
The White House
1600 Pennsylvania Avenue
Washington, D.C. 20500

Dear Mr. President:

As Mayor of the City of El Paso, I want to bring to your attention a piece of legislation which will have a detrimental impact on the economy of El Paso and Juarez, Mexico, and general relations with Mexico.

The Bus Regulatory Reform Act of 1982 placed a moratorium on the licenses of Mexican commercial vehicles in U. S. interstate commerce. Then, last year, the Motor Carrier Safety Act of 1984 extended that moratorium and added new restrictions which curtail transportation of goods by Mexican commercial vehicles.

At the present time, Mexican commercial vehicles (the majority of which are owned by Mexican carriers and are utilized by both U. S. and Mexican companies) have been allowed to operate freely in the El Paso Commercial Zone. But on July 1, 1985, nearly all of them will be unable to transport manufactured goods within the El Paso-Juarez commercial zones. Only vehicles with a weight of less than 10,000 pounds will be able to operate.

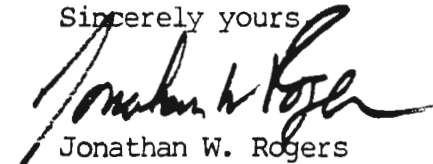
As a result, it is estimated that 90 percent of the twin plant production between El Paso and Juarez will be stopped; and in effect the border will be virtually closed economically. Such restriction would be highly detrimental to U. S.-Mexico relations, have an immediate major impact on Mexico's economy, and threaten thousands of U. S. jobs indirectly related to the twin plant complex. A significant reaction or policy statement by the Mexican government has not yet been enacted, but it would be unrealistic to assume that there will be no counter restriction on U. S. carriers.

The Honorable Ronald Reagan
March 19, 1985
Page Two

As President of the United States, you are empowered by law to delay the implementation of this piece of legislation. If such is to be accomplished, though, action must be taken prior to May 1, 1985. In order to properly evaluate the situation and to protect both U. S. and Mexican business interests in the interim, I ask that you take the necessary steps to delay the implementation of the Motor Carrier Safety Act of 1984.

I look forward to your support in this endeavor of great significance to the livelihood of the thousands of U. S. citizens dependent on the twin plant complex throughout the U. S.-Mexico border area.

Sincerely yours



Jonathan W. Rogers
Mayor

cc: Senator Lloyd Bentsen
Senator Phil Gramm
Congressman Ronald Coleman
Secretary of Commerce Malcolm Baldrige
Ambassador John Gavin

THE WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET

ID# 291791

SA002

INCOMING

MAR 25 1985

DATE RECEIVED: MARCH 22, 1985

NAME OF CORRESPONDENT: THE HONORABLE JONATHAN W. ROGERS

SUBJECT: URGES THE PRESIDENT TO TAKE THE NECESSARY
STEPS TO DELAY THE IMPLEMENTATION OF THE
MOTOR CARRIER SAFETY ACT OF 1984

ACTION

DISPOSITION

ROUTE TO: ACT DATE TYPE C COMPLETED
OFFICE/AGENCY (STAFF NAME) CODE YY/MM/DD RESP D YY/MM/DD

RONALD ALVARADO

ORG 85/03/22

RA A85104100

REFERRAL NOTE:

DOTAanspo 16A

R 8514115

A85105101 AB

REFERRAL NOTE:

REFERRAL NOTE:

REFERRAL NOTE:

REFERRAL NOTE:

COMMENTS: please expedite promptly - time sensitive

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: 2500

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

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

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

P-5
MAY 1 1985

The Honorable Jonathan W. Rogers
Mayor
The City of El Paso
City Hall
500 East San Antonio Avenue
El Paso, Texas 79901

Dear Mayor Rogers:

President Reagan has asked that we in the Department of Transportation (DOT) answer your letter to him concerning the implementation of the Motor Carrier Safety Act of 1984 (P.L. 98-554) after July 1. The Executive Agencies including the Interstate Commerce Commission (ICC) and the DOT as well as members of the staffs of the House Public Works Committee and the Senate Commerce Committee have agreed upon an interpretation of the law which does not impose a significant burden upon the maquila industry. The ICC will publish its final regulation on implementing P.L. 98-554 about May 1, and we expect that the regulation will clarify this matter.

Specifically, we expect that the regulation will indicate that Mexican-owned for-hire motor carriers which move "regulated" (i.e., industrial) cargoes across the border will be allowed to serve points in the U.S. border commercial zones, including El Paso, and will not be required to obtain the new form of registration certificate from ICC. Those Mexican motor carriers which carry "exempt" or agricultural goods as well as privately owned trucking will be required to register, and these two latter forms of carriage will also be admitted to the U.S. border commercial zones, but not to any points beyond the zones. I believe that this information should answer the issues you raised with the President.

For your information, a member of my staff, Mr. Arnold L. Levine who is Assistant Director of the Office of International Transportation and Trade, was in El Paso on April 10 to discuss this subject and other aspects of section 226 of the Motor Carrier Safety Act of 1984. He was accompanied by the Secretary's regional representative, Mr. Don Shelton, and by Warren McFarland a senior officer of the ICC. They met with a number of business, industrial and transportation leaders, the list of whom I am enclosing for your interest.

Additionally, the Department has for several years sponsored research on barriers to trade through the Port of El Paso

by a staff led by Professor Don Michie of the Department of Marketing at the University of Texas at El Paso. I am enclosing for your files a copy of their latest report.

I believe the above should answer the question you have raised. If you should desire any further information, please let me know. Thank you for sharing your concern with the Administration.

Sincerely,

Original Signed By
Matthew V. Scocozza
Matthew V. Scocozza
Assistant Secretary for Policy
and International Affairs

Enclosures

P-24:H.Lapin:peb:4/18/85
cc: Pl, 2, 3, 5, 20, 22, subject, chron
J&B, 8 S10, S1SY, I, C
Control Nos. P-041811
ES850416660013

THE WHITE HOUSE OFFICE

REFERRAL

APRIL 15, 1985

TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:

DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

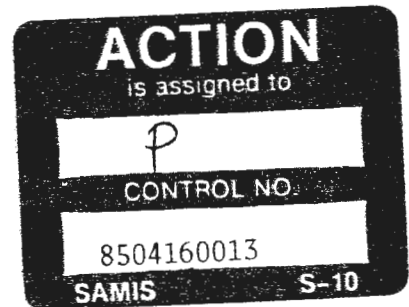
ID: 291791

MEDIA: LETTER, DATED MARCH 19, 1985

TO: PRESIDENT REAGAN

FROM: THE HONORABLE JONATHAN W. ROGERS
MAYOR OF EL PASO
EL PASO TX 79999

SUBJECT: URGES THE PRESIDENT TO TAKE THE NECESSARY
STEPS TO DELAY THE IMPLEMENTATION OF THE
MOTOR CARRIER SAFETY ACT OF 1984



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

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE
(OR DRAFT) TO:
AGENCY LIAISON, ROOM 91, THE WHITE HOUSE

SALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE

1985 APR 16 AM 9 55
RECEIVED
OFFICE OF THE
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE

THE WHITE HOUSE

WASHINGTON

April 10, 1985

Dear Mayor Rogers:

On behalf of the President, I would like to thank you for your recent correspondence.

I have forwarded a copy of your letter to the Intergovernmental Affairs Office at the Department of Transportation for their consideration and direct reply. You should be hearing from them shortly.

I sincerely appreciate your bringing your concerns to the attention of the Administration. Please let me know if I can be of further assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read "Ronald L. Alvarado", written in a cursive style.

Ronald L. Alvarado
Special Assistant to the President
for Intergovernmental Affairs

The Honorable Jonathan W. Rogers
Mayor of El Paso
El Paso, Texas 79999



OFFICE OF THE
MAYOR
THE CITY OF EL PASO, TEXAS

JONATHAN W. ROGERS
MAYOR

March 19, 1985

The Honorable Ronald Reagan
President of the United States
The White House
1600 Pennsylvania Avenue
Washington, D.C. 20500

Dear Mr. President:

As Mayor of the City of El Paso, I want to bring to your attention a piece of legislation which will have a detrimental impact on the economy of El Paso and Juarez, Mexico, and general relations with Mexico.

The Bus Regulatory Reform Act of 1982 placed a moratorium on the licenses of Mexican commercial vehicles in U. S. interstate commerce. Then, last year, the Motor Carrier Safety Act of 1984 extended that moratorium and added new restrictions which curtail transportation of goods by Mexican commercial vehicles.

At the present time, Mexican commercial vehicles (the majority of which are owned by Mexican carriers and are utilized by both U. S. and Mexican companies) have been allowed to operate freely in the El Paso Commercial Zone. But on July 1, 1985, nearly all of them will be unable to transport manufactured goods within the El Paso-Juarez commercial zones. Only vehicles with a weight of less than 10,000 pounds will be able to operate.

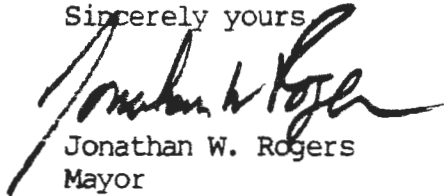
As a result, it is estimated that 90 percent of the twin plant production between El Paso and Juarez will be stopped; and in effect the border will be virtually closed economically. Such restriction would be highly detrimental to U. S.-Mexico relations, have an immediate major impact on Mexico's economy, and threaten thousands of U. S. jobs indirectly related to the twin plant complex. A significant reaction or policy statement by the Mexican government has not yet been enacted, but it would be unrealistic to assume that there will be no counter restriction on U. S. carriers.

The Honorable Ronald Reagan
March 19, 1985
Page Two

As President of the United States, you are empowered by law to delay the implementation of this piece of legislation. If such is to be accomplished, though, action must be taken prior to May 1, 1985. In order to properly evaluate the situation and to protect both U. S. and Mexican business interests in the interim, I ask that you take the necessary steps to delay the implementation of the Motor Carrier Safety Act of 1984.

I look forward to your support in this endeavor of great significance to the livelihood of the thousands of U. S. citizens dependent on the twin plant complex throughout the U. S.-Mexico border area.

Sincerely yours



Jonathan W. Rogers
Mayor

cc: Senator Lloyd Bentsen
Senator Phil Gramm
Congressman Ronald Coleman
Secretary of Commerce Malcolm Baldrige
Ambassador John Gavin

ID# 293231

THE WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET

INCOMING

SA002

DATE RECEIVED: AUGUST 08, 1985

NAME OF CORRESPONDENT: THE HONORABLE ROBERT J. HARRIS

SUBJECT: WRITES REGARDING REPEAL OF THE 55 MILE PER
HOUR SPEED LIMIT

		ACTION		DISPOSITION	
ROUTE TO: OFFICE/AGENCY	(STAFF NAME)	ACT CODE	DATE YY/MM/DD	TYPE RESP	C COMPLETED D YY/MM/DD
CECI COLE-MCINTURFF		ORG	85/08/08	NAN	C 85/08/21
REFERRAL NOTE:					
REFERRAL NOTE:					
REFERRAL NOTE:					
REFERRAL NOTE:					
REFERRAL NOTE:					

COMMENTS:

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: 2200

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

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

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

37

293231



C. Cole - Mc Intire

STATE OF VERMONT
HOUSE OF REPRESENTATIVES
MONTPELIER
05602

August 5, 1985

President Ronald Reagan
The White House
1600 Pennsylvania Avenue
Washington, D.C. 20500

Dear President Reagan:

Vermont stands to loose several millions of dollars of highway safety funds, and you'll never guess how. It seems that some federal Transportation personnel have nothing better to do than to hide behind a few bushes when you least expect it and count the number of cars which are speeding. On this particular day, it assumed that Vermont has a traveling public which is over fifty percent that speed, and this data is used for threatening the state in withholding federal highway money. Many of the reports which I have read indicate that as many as 26 states may face similar penalties.

You may be wondering why would a state official of Vermont write to the President and complain about this matter. Well I happen to remember candidate Ronald Reagan in 1980 pledging to repeal the 55 mile speed on our highways. To my knowledge that same Ronald Reagan has not even offered to support a bill which would do as you stated you would do once elected--repeal the 55 mile speed. We are waiting.

Yours truly,
Robert J. Harris
Robert J. Harris
State Representative
Windsor District-3

RJH/k1

ID # 295471

WHITE HOUSE CORRESPONDENCE TRACKING WORKSHEET

5A002

☐ O - OUTGOING☐ H - INTERNAL☒ I - INCOMING

Date Correspondence Received (YY/MM/DD) 85 10/1/14

Name of Correspondent: ☒ Mr. ☐ Mrs. ☐ Miss Andrew Armstrong☐ MI Mail Report User Codes: (A) (B) (C)

Subject: Re: seat-belt ruling

ROUTE TO:

ACTION

DISPOSITION

Office/Agency	(Staff Name)	Action Code	Tracking Date YY/MM/DD	Type of Response	Code	Completion Date YY/MM/DD
	CoKell	ORIGINATOR	85 10 21/14		C	85 10 31/24
	✓ DOT	Referral Note:	R 85 10 21/20		A	85 10 31/05
		Referral Note:				
			1 1			1 1
		Referral Note:				
			1 1			1 1
		Referral Note:				
			1 1			1 1
		Referral Note:				

ACTION CODES:

A - Appropriate Action
C - Comment/Recommendation
D - Draft Response
F - Furnish Fact Sheet to be used as Enclosure

I - Info Copy Only/No Action Necessary
R - Direct Reply w/Copy
S - For Signature
X - Interim Reply

DISPOSITION CODES:

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

FOR OUTGOING CORRESPONDENCE:

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

Comments:

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

MAR 5 1985

Mr. Andrew Armstrong
137 South Lake Avenue
Albany, New York 12208

Dear Mr. Armstrong:

I have been asked to reply to your letter to the President concerning Secretary Dole's decision on safety belt use laws.

Our goal in the rulemaking on automatic crash protection was to save as many lives as possible as quickly as possible. We believe that effectively enforced State safety belt use laws, such as the one in New York, will provide the greatest safety benefits most quickly with almost no added cost to the consumer. We also believe that various forms of automatic occupant protection -- that is air bags, automatic safety belts or other energy absorbing technology which require no action by the driver or passenger to be effective -- provide demonstrable safety benefits.

New York's mandatory safety belt use law will provide substantial benefits to the citizens of the State in terms of reducing both societal costs and the physical and mental anguish associated with automobile accidents. Individual liberty does not entitle a person to decide how safe or reckless to be. Traffic accidents happen on public financed streets and highways. Public, tax-financed agencies provide the emergency services required after collisions, and public health and welfare agencies provide the health and welfare services made necessary by the accident. Mandatory safety belt use laws are a constructive method for making government less expensive, not bigger, while at the same time providing for a healthier and safer society.

The Secretary's decision was very carefully crafted to address each of these factors. First, she reinstated the automatic crash protection requirement for all cars manufactured after September 1, 1989. To make sure that the auto manufacturers were tooling up to meet that date and to ensure that cars with automatic crash protection are made available to the public in substantial numbers, she required a phase-in of the rule. Beginning in just 1 1/2 years, 10 percent of all cars produced after

September 1, 1986, will be required to have air bags, automatic safety belts, or other automatic crash protection technology. The following year, 25 percent must be so equipped and by September 1, 1988, 40 percent of all cars manufactured after that date must have automatic protection. To encourage the development of new, more acceptable technology, cars equipped with air bags or other non-belt technology, can be counted by an auto manufacturer as one and a half units toward its 10, 25, or 40 percent requirement. The Secretary also announced that if two-thirds of the American people are protected by State safety belt use laws by April 1, 1989, the rule requiring all cars to have automatic occupant protection would be rescinded.

There is no question that the Secretary's decision will save lives and reduce needless injury on our nation's streets and highways. It ensures these benefits while offering Americans a choice about which type of occupant protection is best for them. All in all, Secretary Dole's decision represents a practical, realistic approach to a very complicated public policy issue. Whether the outcome is belt use laws or a requirement for all cars to have automatic protection, there is no question the American motoring public will be safer as a result.

Sincerely,

Diane K. Steed

Diane K. Steed

NHTSA
NHTSA No. 8502250006
DOT No. 8502220023
NTS-12:Jones:ddm:2/28/85:WP ID #271
REVISED:dm:03/05/85
SIO/SIOEB/P/C/HRM-01
NOA-01:Subj/Chron
NOA-02/NOA-10
NTS-12:Subj/Chron
NTS-12:Krause/Jones
NTS-01:Reagle/Chron

2/22

EXECUTIVE SECRETARIAT
DEPARTMENT OF TRANSPORTATION

ACTION ASSIGNMENT FORM

8502220023

CONTROL NO.

NHTSA

ACTION OFFICE

COORDINATION REQUIREMENTS

3/4/85

DUE IN S-10

This form is used in lieu of the computer printed action assignment slip when the Executive Secretariats Correspondence Computer System is inoperable. To understand the meaning of the alpha/numeric characters involving type of action (TYPAT), please see meaning below: This form should remain with correspondence at all times.

TYPAT ABBREVIATIONS	MEANING
SISIG	Prepare response for signature of the Secretary.
S2SIG	Prepare response for signature of the Deputy Secretary.
S2DUSIG	Prepare response for signature of the Deputy Under Secretary.
S1OSIG	Prepare response for signature of the Director, Executive Secretariat.
S1OWH	Prepare transmittal from Director, Executive Secretariat with draft letter for White House signature as indicated.
S1OVP	Prepare transmittal from Director, Executive Secretariat with draft letter for VP or Office Signature as indicated.
DRCMB	For Direct Reply by Action Office. Comeback Copy Required.
DRPLY	For Direct Reply by Action Office.
FAHNL	For Appropriate Handling by Action Office.
INFO	For Information Only.

OTHER: Specify:

SUBJECT: WH/KELLEY REFERRAL FROM ANDREW ARMSTRONG THE SEAT BELT RULING

INFODIST: S1OPD P C S1OEB I

REMARKS:

KThomas 61109

THE WHITE HOUSE OFFICE

REFERRAL

FEBRUARY 20, 1985

TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:
DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

ID: 295471
MEDIA: LETTER, DATED JANUARY 8, 1985
TO: PRESIDENT REAGAN
FROM: MR. ANDREW ARMSTRONG
137 SOUTH LAKE AVENUE
ALBANY NY 12208
SUBJECT: REGARDING SEAT BELT RULING

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

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE
(OR DRAFT) TO:
AGENCY LIAISON, ROOM 91, THE WHITE HOUSE

SALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE

ACTION	
is assigned to	
134512	
CONTROL NO.	
8502220023	
SAMIS	S-10

1985 FEB 22 PM 12:04
DEPT OF TRANSPORTATION
EXECUTIVE SECRETARIAT

50
DOT

no response to date

137 South Lake Avenue

Albany, N.Y. 12208

January 8, 1984

S Kelly

Dear Mr. President,


295471

I've written twice before to ask that you force Mrs. Dole to revoke her seat-belt mandate. Neither you nor your staff have had the courtesy to reply, and I realize you may hesitate to offend the wife of someone so important to you, but the seat-belt laws being rammed down the throat of people all across the country are important to me, and should be to you, if you really are the foe of Big Government you claim to be.

The New York law was passed and signed into law by our "liberal" governor without any input from the public, and even before the law passed its unpopularity was apparent. Assemblyman Richard Conners, D-Albany, said that of 312 letters and phone calls received during debate, 308 people called or wrote to oppose the bill. The people are understandably resentful and unwilling to comply.

Again, I urge you to force Mrs. Dole to retract her edict. The sake of individual liberty is too important to be sacrificed to the political ambitions of one woman.

Cordially,


Andrew Armstrong

ID # 298279
SA002

**WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET**

☐ O - OUTGOING

☐ H - INTERNAL

☒ I - INCOMING

Date Correspondence Received (YY/MM/DD) 85102114

Name of Correspondent: Mr. Mrs. Miss Col. Glenn H. Giddings, Jr.

☐ MI Mail Report

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

Subject: Offers services in the fight against drunk drivers after coping with accident which severely injured his 22 year old daughter and 9-month old granddaughter

ROUTE TO:

ACTION

DISPOSITION

Office/Agency	(Staff Name)	Action Code	Tracking Date YY/MM/DD	Type of Response	Code	Completion Date YY/MM/DD
	<u>Higg</u>	ORIGINATOR	<u>850301</u>		<u>C</u>	<u>8503195</u> <u>AB</u>
	<u>CoHyde</u>	Referral Note:	<u>85103107</u>		<u>C</u>	<u>8504108</u>
	<u>✓ DOT</u>	Referral Note:	<u>for RR signature</u>			
	<u>✓ DOT</u>	Referral Note:	<u>85104111</u>		<u>A</u>	<u>8504129</u> <u>AB</u>
	<u>✓ COHIGG</u>	Referral Note:	<u>for Sec. Dale's signature</u>			
	<u>✓ DOT</u>	Referral Note:	<u>85106121</u>			
		Referral Note:	<u>Jun 5 85 letter from Giddings</u>			
		Referral Note:	<u>85106125</u>		<u>NAN</u>	<u>C 85107108</u> <u>AB</u>
		Referral Note:				

ACTION CODES:

A - Appropriate Action
C - Comment/Recommendation
D - Draft Response
F - Furnish Fact Sheet to be used as Enclosure

I - Info Copy Only/No Action Necessary
R - Direct Reply w/Copy
S - For Signature
X - Interim Reply

DISPOSITION CODES:

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

FOR OUTGOING CORRESPONDENCE:

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

Comments: _____

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

RECORDS MANAGEMENT ONLY

CLASSIFICATION SECTION

No. of Additional Correspondents: _____ Media: L Individual Codes: 1160 _____

Prime Subject Code: SA 002 Secondary Subject Codes: HE 001-01
TH 001 _____

PRESIDENTIAL REPLY

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

SIGNATURE CODES:

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

CLn - First Lady's Correspondence
 n - 0 - Unknown
 n - 1 - Nancy Reagan
 n - 2 - Nancy
 n - 3 - Mrs. Ronald Reagan

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

MEDIA CODES:

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



**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

July 8, 1985

NOTE FOR SALLY KELLEY:

ID 298279 ---Item is returned without any action. The SEcretary appreciates Colonel's Giddings remarks but feels a response is unnecessary.

ID 322676 -----Item is returned as DOT does not have jurisdiction over penalties imposed on the drunk driver. This is a matter which should be handled by the State.

Edna Brown
426-4260

A-14
Colonel Glenn G. Giddings, Jr.

United States Air Force

The President
The White House
Washington, DC 20500

5 June 1985

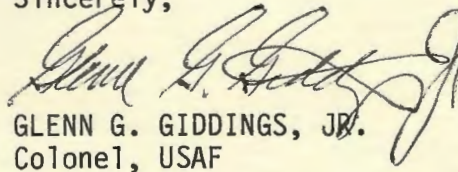
Dear Mr. President:

In February I wrote to you to offer my support and encouragement for the strong stand you've taken against drunk driving. My letter was prompted by a terrible accident when a drunk almost killed my daughter and granddaughter.

I recently received a letter from the Secretary of Transportation who was responding to me on your behalf. The purpose of this letter is simply to let you know how much I appreciate Secretary Dole's lengthy, personalized, and caring letter. I realize that neither you nor Secretary Dole has the time to respond personally to all the mail you must receive, but I was impressed by, and very grateful for the time and effort put into the Secretary's 29 April letter.

As a taxpayer, citizen, and just another member of this human race, I'd like you and Secretary Dole to know you're getting a lot of support from me. Please do not become discouraged, you're making a difference in our lives!

Sincerely,


GLENN G. GIDDINGS, JR.
Colonel, USAF



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

APR 29 1985

Colonel Glenn G. Giddings, Jr.
United States Air Force
3007 Saturn Drive
Rome, New York 13440

Dear Colonel Giddings:

President Reagan has asked me to respond to your letter and thank you for offering your support and assistance in the fight to improve highway safety, particularly in view of your own family tragedy. I am so sorry to hear about the tragic accident in which your daughter and granddaughter were injured. While I share your sorrow over their injuries and the loss of your unborn grandson, your letter provides compelling testimony for the lifesaving benefits of safety belts and child safety seats. I am grateful that your daughter made sure both devices were used, so that two lives were spared.

Letters such as yours come to us with increasing frequency. Each letter serves as a reminder of the tremendous problem our Nation is facing, each also attests to the growing determination among citizens everywhere that the problem will be solved. This burgeoning public support for effective action to deter drunk driving gives us hope that we will be successful in our efforts to save thousands of lives and prevent even more injuries each year.

Your support of the Federal legislation, which the President signed last year to encourage States to establish a uniform minimum drinking age of 21 and to promote use of child safety seats, is appreciated. While this administration generally opposes the use of Federal funding sanctions to influence State actions, the President believed that such sanctions in this instance were justified by the acute nature of the drunk driving problem and by the interstate nature of "blood borders" between States with different drinking ages.

Age-21 laws, however, represent only part of the solution, and the Federal government cannot by itself solve the overall problem. All of us, at every level, have key roles to play. And we are making progress. Each year, since 1980, proportionately fewer intoxicated drivers have been involved in fatal crashes. We believe we have started to turn the tide in our war against drinking and driving. But we have a long way to go. We must increase our efforts, especially at the community level. Most importantly, we need the continuing strong support and leadership of thousands of concerned citizens such as yourself. I know how hard we are all working now, but let us encourage one another to do even more.

The drunk driving problem is ultimately a local problem, with local solutions. The physical and emotional suffering caused by drunk drivers, along with the economic costs and other social consequences, are felt most acutely by the victims and their families. The remedies to this problem also lie at the State and local level -- in the law enforcement agencies, in the courts and correctional facilities, in schools and hospitals, in treatment and rehabilitation programs, and in our home.

All of these institutions help influence community attitudes. All of them can directly affect those who might be tempted to drive drunk. More importantly, you can affect these opinion-makers. Your letters to the media, the Governor and to President Reagan show that you have already started to do so.

We have been encouraged by new laws and other initiatives at the State level to crack down on drunk driving and to require the use of child safety seats. You may be interested to know that New York State is not only actively involved with both the public and private sectors in developing effective campaigns against drunk driving, but it was also the first of seven States that have now enacted mandatory safety belt use laws for all front-seat occupants of passenger vehicles. You may wish to contact one or more of the following with your generous offer of assistance to promote traffic safety in New York.

Ms. Doris Aiken
President, Remove the Intoxicated Driver (RID)
1013 Nott Street
Schnectady, NY 12308
(518) 372-0034

Mr. John Passidomo
Commissioner of Motor Vehicles
Governor's Highway Safety Representative
Swan Street Building - Empire State Plaza
Albany, NY 12228
(518) 474-0841

Mr. Ralph Mills
Mothers Against Drunk Drivers (MADD)
Orange County Chapter
P.O. Box 2218
Newburgh, NY 12550
914/561-6127
(closest to your address)

There are similar organizations in Colorado, which your daughter's family may wish to contact.

Ms. Barbara Brodt
Mothers Against Drunk Driving (MADD)
8660 DeSoto Street
P.O. Box 29608
Denver, CO 80229
(303) 287-6141

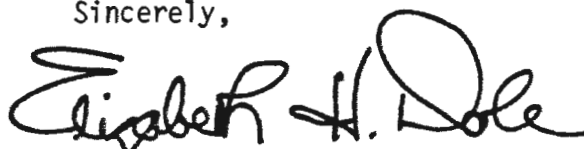
Ms. Patricia Tice, President
RID - Colorado
10713 N 65th St.
Longmont, CO 80501
(303) 776-8696

Mr. Cordell Smith, Director
Division of Highway Safety
4201 East Arkansas Avenue
Denver, CO 80222
(303) 757-9381

Again I extend my sympathy to you and your family and pray your daughter and granddaughter have a full recovery. I am hopeful that we will continue to see a reduction in alcohol-related traffic fatalities as we combine public and private sector efforts.

With best wishes.

Sincerely,


Elizabeth Hanford Dole

THE WHITE HOUSE OFFICE

REFERRAL

APRIL 11, 1985

TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:

DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

ID: 298279

MEDIA: LETTER, DATED FEBRUARY 7, 1985

TO: PRESIDENT REAGAN

FROM: COLONEL GLENN G. GIDDINGS JR.
3007 SATURN DRIVE
ROME NY 13440

SUBJECT: OFFERS SERVICES IN THE FIGHT AGAINST DRUNK
DRIVERS AFTER COPING WITH ACCIDENT WHICH
SEVERELY INJURED HIS 22 YEAR OLD DAUGHTER
AND 9 MONTH OLD GRANDDAUGHTER

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

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE
(OR DRAFT) TO:
AGENCY LIAISON, ROOM 91, THE WHITE HOUSE

SALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE

OFFICE OF SECRETARY
OF TRANSPORTATION
EXECUTIVE SECRETARIAT
1985 JUN 25 PM 12:45

U.S. DEPT. OF
TRANSPORTATION

NATIONAL HIGHWAY
TRAFFIC SAFETY

1987 JUN 22 PM 15: 42

15 JUN 26 P2:33

EXECUTIVE SECRETARIAT

SECRETARIAT

1992

THE WHITE HOUSE OFFICE

REFERRAL

APRIL 11, 1985

TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:

DIRECT REPLY, FURNISH INFO COPY

REMARKS: FOR SECRETARY DOLE'S SIGNATURE

DESCRIPTION OF INCOMING:

ID: 298279

MEDIA: LETTER, DATED FEBRUARY 7, 1985

TO: PRESIDENT REAGAN

FROM: COLONEL GLENN G. GIDDINGS JR.
3007 SATURN DRIVE
ROME NY 13440

SUBJECT: OFFERS SERVICES IN THE FIGHT AGAINST DRUNK
DRIVERS AFTER COPING WITH ACCIDENT WHICH
SEVERELY INJURED HIS 22 YEAR OLD DAUGHTER
AND 9 MONTH OLD GRANDDAUGHTER



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

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RESPONSE
(OR DRAFT) TO:
AGENCY LIAISON, ROOM 91, THE WHITE HOUSE

SALLY KELLEY
DIRECTOR OF AGENCY LIAISON
PRESIDENTIAL CORRESPONDENCE

105 APR 11 AM 10 22

8504150002

TOP SECRET

5 APR 12 P4:33

EXCLUDED SECRET

1/2

SECRET

SECRET

SECRET

298279

Colonel Glenn G. Giddings, Jr.

United States Air Force

7 February 1985

Hand Sample?
4/8

The President
The White House
Washington DC 20500

Dear Mr. President

I am writing to express my personal appreciation for the leadership you've provided, and the strong stand you've taken against drunk driving. My feelings on this are not new, but they have been radically intensified by a recent tragic event in my family. My 22 year old daughter, Kim, and my nine month old granddaughter were severely injured on 14 January 1985 by a 20 year old drunk driver. A wanton, senseless and needless act by one who was so intoxicated (BAC .193) that he was traveling 80 mph on the wrong side of a major highway when he hit my daughter's car head on.

My granddaughter is recovering very well from the broken bones in her left leg, but my daughter still suffers beyond description in Intensive Care. She saved her own life, as well as that of her baby, because she never starts her car without buckling her seat belt or without putting her child into a car seat. Nevertheless, Kim's injuries are extensive and severe, ranging from compound fractures of her legs to a broken neck, including skull fracture, broken jaw, multiple fractures of her pelvis, broken foot, etc.. We're hopeful for recovery for a normal life but we already know there will be some permanent disability--a daily reminder for the rest of her life of that split second when a criminal permanently maimed totally innocent victims by his irresponsible stupidity.

The accident happened in Colorado and while I was there praying for my daughter's life, I read about the daily debate in the newspapers as to whether or not the state should raise the legal drinking age to 21, and whether or not the state should pass a law requiring the use of seat belts. I wish everyone of the citizens of Colorado, and our nation, could have spent even one minute in intensive care listening to the cries of pain coming from my daughter's broken body. No one in their right mind could resist the strong urge to do everything in their power to avoid such senseless "accidents," or to minimize the injuries through mandatory use of seat belts or air bags.

Oh yes, I also intended to tell you my daughter "lost" the four month old baby she was carrying. I say "lost" because the state of Colorado, and probably others, do not legally regard that baby as a human life--it was just "a piece of tissue," and the "loss" of that tissue was just another entry on the long list of Kim's injuries. In my mind, as I know in yours, that baby was a living being. We know it was a boy and we have wept many times for the life we'll never get to know. The emotions my daughter and her husband, Rob Miller, are suffering are proof positive they, at least, knew it was a human life and not a "piece of tissue." That baby was not "lost," it was killed, and I am bitterly frustrated by our laws which do not recognize the sanctity of life that begins at conception.

85 04150002

~~85 03110002~~


I also want to tell you I am not motivated by vindictive feelings against the drunken driver, Pablo Sanchez. I do believe he should be punished through the courts for his criminal actions but I pray for him and his family every day at the same time I pray to God for the strength and courage and renewal of spirit that Kim and Rob need to survive this tragedy. I do not even know if Pablo Sanchez feels any remorse, but I truly hope this tragedy will become a life-changing event for him and his family. If not, our family has suffered for naught.

I am taking the liberty of sending copies of this letter to the Governor of Colorado, the legislators at both the state and the national level, and to various newspapers. I do not consider this a crusade, but if our family's tragic experience can in some way sway, or at least reinforce another mind to the value of protecting lives, then it would be sinful for me to remain silent.

Sir, you have my admiration and full support for the courageous position you've taken against drunk driving and the sanctity of life. The federal law you signed last July that told the states to raise their drinking age or lose federal funds is a strong positive step. You, and your administration, and all the members of the Congress who fought for that law, are modern-day heroes. I truly believe you will save lives and reduce the number and severity of injuries. I deeply wish Colorado had already raised their drinking age before the 14th of January of 1985.

If there is any way I can help in the fight against drunk drivers, or to protect lives through the mandatory use of seat restraints, I am willing and ready to serve. In the meantime I hope my feelings will help to increase your resolve, as well as that of legislators everywhere, to continue the struggle for safer, better lives for the citizens of our country.

Respectfully yours


GLENN G. GIDDINGS, JR.
Colonel, USAF

- 4 Newspaper Articles Attached
1. Loveland Daily Reporter-Herald,
15 Jan 85, p.3
 2. Loveland Daily Reporter-Herald,
18 Jan 85, p.1
 3. Loveland Daily Reporter-Herald,
23 Jan 85, p.3
 4. USA Today, 25 Jan 85, p.1

3007 Saturn Drive
Rome NY 13440
Phone: Work: 315-330-3521
Home: 315-336-0541



Photo by BLAIR GODBOU

Woman critically injured

Emergency personnel work to free 22-year-old Kimberly Miller of Berthoud from her destroyed 1984 Datsun after it collided head-on with another vehicle about 8 p.m. Monday on U.S. Highway 287, 1½ miles north of Loveland, the Colorado State Patrol said. It took firefighters more than 40 minutes to free the woman, who is in critical condition today at McKee Medical Center with internal injuries and lacerations,

a hospital spokesperson said. Miller's baby, 9-month-old Emily, suffered a broken leg in the wreck. A child restraint seat is credited with saving the child's life, the state patrol said. Pablos Sanchez, 20, of Windsor, the driver of a 1979 Mercury, and a passenger, Tony Weis, 22, of Loveland, were listed in stable condition at McKee with minor injuries. The case is under investigation.

Loveland Daily

Reporter-He

105 YEARS

LOVELAND, COLORADO 80537

Phone: 669-5050



Life-saving car seat

Photo by JOEL RADTKI

State trooper Billy Blair holds up the child car seat credited with saving the life of 9-month-old Emily Miller, who was in the front seat of the 1984 Nissan Sentra (behind him) during a head-on car crash north of Loveland Monday evening. Emily received a fractured left leg in the accident. The child car seat law in Colorado requires drivers carrying children un-

der 4 years old and under 40 pounds to have them in a special car seat. The mother, Kimberly Miller, was wearing a seat belt and the state patrol felt her life probably was saved by it. Mrs. Miller's condition has been changed from serious to critical this morning, while Emily has been released from McKee Medical Center.

Criminal charges filed in crash which injured Berthoud woman

By STEVE GETZUG
Staff Writer

FORT COLLINS — Criminal charges have been filed against a Loveland man stemming from a Jan. 14 head-on collision north of Loveland that critically injured a Berthoud woman who lost her unborn child.

Pablo Sanchez, 20, of 574 23rd St., Loveland, was scheduled to appear in Larimer County Court this afternoon to be formally advised of the two vehicular assault charges pending against him.

In briefs filed with the charges in district court, authorities claim Sanchez was under the influence of alcohol when he steered his northbound 1979 Mercury into the southbound lanes of U.S. Highway 287 and collided with a 1984 Datsun driven by Kimberly Miller, 22, of Berthoud.

Miller, who underwent extensive reconstructive surgery Tuesday, has been listed in critical condition since the accident Jan. 14 at 8:10 p.m., a McKee Medical Center spokesperson said. She is to undergo further surgery later this week.

Miller's 9-month-old baby, Emily, suffered a broken leg in the accident. Authorities credit a child restraint seat for saving the child's life.

Sanchez and a passenger, Tony Weis, 22, of Loveland, also suffered injuries in the wreck.

Deputy District Attorney Terry Gilmore today said his office would not pursue a vehicular homicide charge against Sanchez although Miller lost an unborn baby in the wreck. Authorities said the fetus was 3 months old.

"We didn't think we had a chance of proving that the fetus was a living being at the time," Gilmore said.

Colorado State Trooper Bill Blair said Sanchez's vehicle was traveling at 80 mph, and Miller's at 50 when the head-on collision occurred.

In statements to the CSP, witnesses said Sanchez's vehicle crossed the median into the path of Miller's car, and the driver did not attempt to brake or take defensive actions to avoid colliding with Miller.

Just moments before the wreck, a witness had contacted a sheriff's deputy parked along U.S. Highway 287 and 57th Street who said he had been passed by a northbound vehicle that was weaving considerably.

The deputy was in pursuit of Sanchez's vehicle when he happened upon the collision at 69th Street.

Gilmore said blood alcohol test results on Sanchez have not yet been received by his office, but witnesses and officials said the man had a strong odor of alcohol on his breath.

In interviews with investigators, Sanchez admitted he had been drinking earlier that day, and "did feel drowsy because of medication for the flu."

It took emergency personnel, using the Jaws of Life, almost an hour to remove Miller from her destroyed car, and almost 45 minutes to free Sanchez and Weis.

Sanchez is currently being held in the Larimer County Detention Center. Bond was to be set this afternoon.

LOVELAND DAILY REPORTER-HERALD

WEDNESDAY, JANUARY 23, 1985 3

THE NATION'S NEWSPAPER

35 CENTS

USA TODAY

PUBLISHED BY GANNETT

NEWMAN TURNS 60

QUIET CELEBRATION, 2D

PRINCESS DI ON THE SLOPES

PHOTO WITH CHARLES, 1D

KENNEDY MINISERIES

PREVIEW: 'A DOG,' 1D
AUTHOR'S OPINION, 1D



By Robert Deutsch

PAUL NEWMAN: Wed
27 years next week, 2D

WEEKEND
EDITION

26 states race to raise drinking age

By Richard Benedetto
USA TODAY

Twenty-six states are trying to raise their drinking age to 21 before Feb. 1, 1986, to avoid loss of \$7.4 million in federal highway funds in 1987.

Potential losses: \$33.2 million in Texas to \$2.6 million in Vermont and New Hampshire.

The push stems from a federal law signed last July by President Reagan that says raise the age or lose the aid.

"With the federal hammer hanging over our heads, something will get done either this year or next," said George Stoddart, spokesman for Virginia Gov. Charles Robb.

A USA TODAY survey of the

states Thursday found:

■ Bills for age-21 drinking have been introduced this year in 18 states; similar measures are expected in eight more and the District of Columbia.

■ Twenty-three states have age-21 drinking. Massachusetts goes from 19 to 21 June 1.

■ Twenty governors say they'll sign age-21 drinking bills

if passed by their legislatures.

■ Wyoming Gov. Ed Herschler, an opponent of the higher drinking age, called the federal action "blackmail."

■ South Dakota Attorney General Mark Meierhenry sued last month, charging the federal law is unconstitutional.

■ College students vow to lobby against the measures.

"If other basic rights such as voting and registering for the draft apply at 18, one assumes drinking responsibly should also apply," said Kathy Ozer of the U.S. Student Association.

■ The alcoholic beverage industry is neutral.

■ Drinking law in your state, Across USA, Pages 8, 10A

Name	Date
Hegeyes	6/20/87