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NEW
THE WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET

SA002

INCOMING

DATE RECEIVED: DECEMBER 26, 1985

26 DEC 1985

NAME OF CORRESPONDENT: MR. DAVID S. WEISZ

3120

SUBJECT: WRITES REGARDING A NEW PROGRAM (DRIVERS AGAINST DRUNK DRIVERS (DADD)) BEING INSTITUTED BY MOTOROLA TO HELP IN THE FIGHT AGAINST DRUNK DRIVERS

ROUTE TO: OFFICE/AGENCY	(STAFF NAME)	ACTION		DISPOSITION	
		ACT CODE	DATE YY/MM/DD	TYPE RESP	C COMPLETED D YY/MM/DD
CARLTON TURNER		ORG	85/12/26	ETA	86/02/21
	REFERRAL NOTE: _____				
	REFERRAL NOTE: _____				
	REFERRAL NOTE: _____				
	REFERRAL NOTE: _____				
	REFERRAL NOTE: _____				

CJ

COMMENTS: _____

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: _____

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

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

THE WHITE HOUSE

WASHINGTON

February 21, 1986

Dear Mr. Weisz:

On behalf of President Reagan, I would like to thank you for the letter and press release describing Motorola's Drivers Against Drunk Drivers program.

We are interested in learning about any program that helps to reduce drunk driving.

President and Mrs. Reagan wish for me to thank you for your efforts and wish you continued success.

Best wishes,

Sincerely,



Carlton E. Turner, Ph.D.
Deputy Assistant to the President
for Drug Abuse Policy

Mr. David S. Weisz
Manager, Public Relations
Communications Sector
Motorola Inc.
1301 E. Algonquin Road
Schaumburg, Illinois 60196



MOTOROLA INC.

C. Turner

364951

December 18, 1985

The President
The White House
Washington, D.C.

Mr. President:

I would like to bring to your attention a new program being instituted by Motorola to help in the fight against drunk drivers. I have enclosed a press release which explains this program.

As your recent proclamation on this issue noted, "We need informed concerned citizens who are willing to get involved in generating awareness, education and action to eliminate drunk and drugged drivers from our highways."

Our program called DADD (Drivers Against Drunk Drivers) will help do just that. In 1966, we started a community radio watch program to recruit the support of two-way radio users to act as "extended eyes of their local law enforcement agencies". This program has been very successful and we hope that this new effort will support the many concerned citizens groups and organizations and, of course, your work in trying to control this problem facing all of us today.

Respectfully yours,

David S. Weisz
Manager, Public Relations

DSW:hp

Attachment



MOTOROLA INC.
Information Services

FOR FURTHER INFORMATION

CONTACT: PAT SCHOD
TELEPHONE: (312) 576-6612
REFERENCE: M535

FOR IMMEDIATE RELEASE

DECEMBER 7, 1985

MOTOROLA JOINS IN THE BATTLE AGAINST DRUNK DRIVERS

CHICAGO, IL -- Motorola, Inc., a major manufacturer of cellular telephones, today announced a new program to help fight drunk drivers.

The program was introduced here at a state-wide conference of concerned citizens and organizations, including the Illinois Department of Transportation, Illinois State Police, and the National Commission Against Drunk Driving. The conference was organized by AAIM, the Alliance Against Intoxicated Motorists.

Called DADD (Drivers Against Drunk Drivers), the Motorola program will, in its initial stages, help educate drivers whose vehicles are equipped with cellular telephones to identify signs of drunk drivers and instruct them in the proper procedure for reporting the incidents to appropriate law enforcement agencies.

According to Motorola spokesman David Weisz, the program will include the packing of information with each cellular telephone sold by the company. In addition, Weisz said that tips such as using the memory feature on a cellular telephone to store key emergency numbers would be provided to help initiate involvement by the cellular users.

-more-

"We have always been aware of the importance and benefit of using cellular telephones to report such things as accidents and other hazardous or criminal situations," Weisz said. "Our actions now re-emphasize just how valuable a tool a cellular telephone can be to assist law enforcement agencies.

"Our history with similar programs using two-way radios has identified the success of programs whereby citizens act as extended eyes of the local law enforcement agencies," he said.

"We are pleased to be able to help organizations such as AAIM in spreading the word of how everyone can help get drunk drivers off the road," Weisz concluded.

Dr. Louis Greenwald, a Director of AAIM, said, "We applaud Motorola's efforts to support an issue which has been affecting more and more of us. We hope other concerned corporations and organizations will follow Motorola's lead to do what they can in this battle to stop the needless deaths and crippling injuries on our country's highways."

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THE WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET

ID# 365124

SA 002

INCOMING

DATE RECEIVED: JANUARY 02, 1986

JAN 3 1986

NAME OF CORRESPONDENT: THE HONORABLE GEORGE V. VOINOVICH

SUBJECT: REQUESTS ASSISTANCE REGARDING THE EPA'S
REQUIREMENTS FOR VEHICULAR INSPECTION AND
MAINTENANCE IN CLEVELAND

ROUTE TO: OFFICE/AGENCY	(STAFF NAME)	ACTION		DISPOSITION	
		ACT CODE	DATE YY/MM/DD	TYPE RESP	C COMPLETED D YY/MM/DD
RONALD ALVARADO		ORG	86/01/02	ORG C	86/5/20 AB
	REFERRAL NOTE:				
	REFERRAL NOTE:				
	REFERRAL NOTE:				
	REFERRAL NOTE:				
	REFERRAL NOTE:				

COMMENTS:

ADDITIONAL CORRESPONDENTS: MEDIA: J INDIVIDUAL CODES: 2400

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

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*C-COMMENT/RECOM      *B-NON-SPEC-REFERRAL *          OF SIGNER   *
*D-DRAFT RESPONSE     *C-COMPLETED        *          CODE = A   *
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*J-INFO COPY/NO ACT NEC*                      *          OUTGOING  *
*R-DIRECT REPLY W/COPY *                      *                      *
*S-FOR-SIGNATURE      *                      *                      *
*X-INTERIM REPLY      *                      *                      *
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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.

5
R. Alvarado

#365124



City of Cleveland

GEORGE V. VOINOVICH, MAYOR



December 31, 1985

The President
The White House
Washington, D.C. 20501

Dear Mr. President;

Last year I wrote asking your help in dealing with the United States Environmental Protection Agency requirements for vehicular inspection and maintenance in Cleveland. There have been ongoing discussions on this issue with officials at all levels of the Federal Environmental Protection Agency and with the Office of Management and Budget. All efforts to reason with these officials about the need for an inspection and maintenance program in this area have been rebuffed. While there were responses from each of the departments we contacted, their response was the same in every case. The response basically was that the existing law ties the hands of the administration in selecting enforcement options.

Now, in a letter written by USEPA Region V Administrator, Valdis Adamkus, to Representative Louis Blessing from Cincinnati, the City of Cincinnati appears to have been given an option to the expensive high tech, tailpipe testing program. The option offered is a simple litmus paper test and an anti-tampering inspection program. In this same letter Mr. Adamkus says that the only reason Cleveland would not be in line for this same type of testing program is because Cleveland is currently a non-attainment city for carbon monoxide. In May of this year, the City of Cleveland formally submitted a request for redesignation for carbon monoxide following eight consecutive quarters with no violation, as outlined by law. To date, there has been no word on the status of this request.

I am concerned that this city may be forced to resort to an expensive and inefficient IM program simply because the U.S. EPA has not moved quickly enough on Cleveland's redesignation request. The timing is critical because pressure is mounting to produce a viable plan for inspection and maintenance implementation.

In the past, officials of your administration have indicated

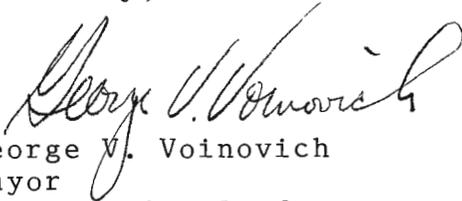
-continued-

The President
The White House

December 31, 1985
Page Two

that they did not have any administrative options with regard to inspection and maintenance. In this case they clearly have an option. I would like your assistance in assuring that in fact they will exercise their option. This would minimize the required federal intrusion into the lives of Cleveland's residents, and provide for the most cost-effective approach to vehicular inspection in the Cleveland area.

Sincerely,

A handwritten signature in cursive script, reading "George V. Voinovich". The signature is written in dark ink and is positioned above the typed name.

George V. Voinovich
Mayor
City of Cleveland

GVV:mj

Mr. Harry Judson
Ohio EPA
Page 2
May 9, 1985

The probable cause of this significant decline over the last seven years is the Federal Motor Vehicle Control Program (FMVCP). Overall traffic flow has decreased in our area in addition to newer and more efficient automobiles in service. The 1977 closing of a U.S. Steel Corporation plant that had great difficulty maintaining a stable CO flaring program has also contributed to the decrease in ambient CO concentrations.

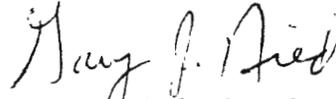
Due to the fact that Cuyahoga County has demonstrated seven years of acceptable ambient levels of CO and pursuant to Section 107 of the Clean Air Act, the City of Cleveland, Division of Air Pollution Control hereby requests that Ohio EPA initiate a request for redesignation of Cuyahoga County to attainment status for the pollutant carbon monoxide.

In the future, the following factors should combine to maintain this acceptable level of carbon monoxide:

- 1) An increasing number of motor vehicles that are regulated by the FMVCP will continue to replace older vehicles.
- 2) Continued decrease in traffic density and decrease in total number of vehicles.
- 3) Continued decrease in industrial production/process CO emissions.

Attached to this request letter are the carbon monoxide concentrations as measured at our two CO monitoring sites during the past eight consecutive quarters. This data will clearly demonstrate that Cuyahoga County is in attainment for CO. Should you have any questions concerning this request for redesignation or if you need additional information, please feel free to contact my office.

Very truly yours,



Gary J. Nied, Commissioner
Air Pollution Control Division

/lmd



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

230 SOUTH DEARBORN ST.

CHICAGO, ILLINOIS 60604

REPLY TO THE ATTENTION OF.

JUN 28 1985

Honorable Louis W. Blessing, Jr.
Ohio House of Representatives
3672 Springdale Road
Cincinnati, Ohio 45239

Dear Mr. Blessing:

Thank you for your June 6, 1985, letter regarding several questions you had on Ohio's vehicle inspection and maintenance (I/M) program.

In a January 18, 1985, letter to the U.S. Environmental Protection Agency (U.S. EPA) the State of Ohio committed to obtain I/M enabling legislation by April 30, 1985; to issue proposed I/M rules by May 15; and, to implement an I/M program by May 1, 1986. In a letter dated March 14, 1985, to the Ohio Environmental Protection Agency (OEPA), U.S. EPA informed the State that it found the schedule leading to program implementation by May 1, 1986, to be reasonable and expeditious. However, since that time two key milestones (passage of enabling legislation and issuance of proposed I/M rules) have been missed. Further, there has been no indication from the State as to how it intends to ensure that the I/M program will be implemented on time. It is because of these circumstances that the State of Ohio is faced with the imposition of Federal funding and construction sanctions as mandated by the Clean Air Act. On June 25, 1985, a letter was sent to the Federal Highway Administration (FHWA) initiating the 30-day consultation period for the State of Ohio, which is required prior to proposing the imposition of Federal highway funding restrictions. A copy of this letter is attached.

In a May 23, 1985, letter to Warren Tyler, Director, OEPA, U.S. EPA informed the State that, in order to avoid Federal funding and construction restrictions, enabling legislation must be passed and draft rules must be issued very quickly to get back on schedule leading to program implementation by May 1, 1986. A copy of this letter is attached.

U.S. EPA does not require specific systems features in order for a State to avoid sanctions. However, the program must be designed to meet U.S. EPA's broad policy guidelines and must meet reasonably available control technology (RACT) emission reduction requirements for hydrocarbons (HC) and carbon monoxide (CO). Further, the program, once implemented, must be operated in such a manner that the RACT emission reductions are obtained by December 31, 1987. For the State of Ohio a 22.7 percent reduction of HC emissions and a 34.1 percent reduction of CO emissions from the light duty vehicle fleet in 1987 are required.

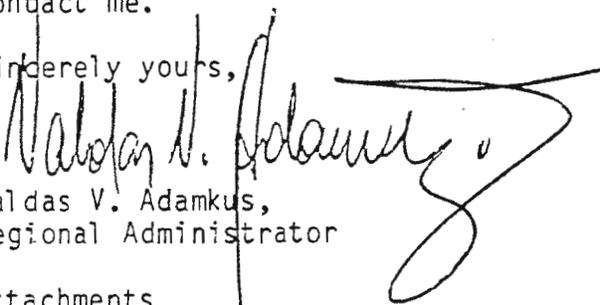
You questioned whether the implementation of a "Litmus Test" program for Cincinnati and Cleveland would satisfy the requirements for an I/M program. It is U.S. EPA's policy that, if it can be demonstrated by a State that an anti-tampering and antifuel switching program can achieve the required HC and/or CO emission reductions, as applicable, this would satisfy the U.S. EPA requirement for an I/M program provided the other requirements as specified in the July 17, 1978, memorandum from the Assistant Administrator for Air, Noise, and Radiation, to Regional Administrators and the January 19, 1981, memorandum from the Deputy Assistant Administrator for Mobile Source Air Pollution Control to Division Directors, as well as other policy directives, are present. Copies of these two memoranda are attached.

In a June 18, 1985, letter to Chuck Taylor, Chief, Division of Air Pollution Control, OEPA, U.S. EPA identified some program options which, if implemented, would meet the RACT emission reduction requirements. This analysis, based on assumptions provided by OEPA, shows that a tampering only program that has a May 1986 start date and includes the inspection of all emission control components for model years 1968+ would result in the required RACT emission reduction for hydrocarbons and thus would be an acceptable program for the Cincinnati area provided all other requirements specified in the above cited memoranda are met. Emission control components which need to be inspected and replaced, if needed, are: the air pump, catalytic converter, fuel inlet restrictor, evaporative canister, and positive crankcase ventilation valve. A Plumbtesmo test is also needed in this option. Plumbtesmo test failure or fuel inlet check failure would require the replacement of the catalytic converter. A copy of the June 18, 1985, letter is attached.

It is pointed out that a tampering only program as described for Cincinnati would not be acceptable for Cleveland because Cleveland is currently nonattainment for carbon monoxide, and a tampering only program would not meet the required CO RACT emission reduction requirement of 34.1 percent. The OEPA has recently submitted a request to U.S. EPA to redesignate Cleveland as attainment for CO. While U.S. EPA is currently reviewing this request and has come to no conclusion, if Cleveland were to be redesignated to attainment for CO, a tampering only program could be acceptable for Cleveland because the RACT emission reduction requirement for HC could be met.

If you have any further questions or concerns please do not hesitate to contact me.

Sincerely yours,


Valdas V. Adamkus,
Regional Administrator

Attachments

cc: Warren Tyler, OEPA
Chuck Taylor, OEPA



City of Cleveland
 GEORGE V. VOINOVICH, MAYOR



GARY J. NIED
 COMMISSIONER
 DIVISION OF AIR POLLUTION CONTROL
 2735 BROADWAY AVENUE
 CLEVELAND, OHIO 44115
 (216) 664-3500

DEPARTMENT OF PUBLIC HEALTH & WELFARE
 JEFFREY D. COMFORT
 DIRECTOR

May 9, 1985

SERVING OHIO EPA AS
 AGENCY 13 FOR
 CUYAHOGA COUNTY

Mr. Harry Judson
 Division of Air Pollution Control
 Ohio Environmental Protection Agency
 361 East Broad Street
 Columbus, Ohio 43216-1049

Re: Carbon Monoxide Redesignation for Cuyahoga County

Dear Mr. Judson:

At the present time Cuyahoga County is designated non-attainment for carbon monoxide (CO). This designation is based on CO data accumulated at our air monitoring sites since 1975. The year 1975 shows that the CO level exceeded the 8-hour standard a total of 18 times (based on the 8 a.m. PSI). Succeeding years have shown a significant decline in exceedances of the CO standard since 1978 with the exception of a 48-hour period in March, 1983 when high levels of CO, resulting from a massive tire fire, affected both of our CO monitoring sites. Nevertheless, as of April 1, 1985, both of our CO monitoring sites have not recorded an exceedance of the 8-hour standard during the last eight (8) consecutive quarters.

The following table summarizes this decline in CO concentrations:

<u>Year</u>	<u>Number of Exceedances</u>	<u>Maximum 8-Hour Concentration PPM</u>	<u>Annual Average Concentration PPM</u>
1975	18	19.80	2.13
1976	13	14.16	2.70
1977	2	11.34	1.40
1978	2	10.98	1.19
1979	1	10.14	1.25
1980	0	5.94	1.08
1981	0	5.76	1.07
1982	0	5.50	1.05

. . continued . .

CARBON MONOXIDE DATA - CUYAHOGA COUNTY, OHIO

Year	Quarter	Month	Cleveland CO Average (PPM)	Clinic Exceedances	A.J. Rickoff CO Average (PPM)	School Exceedances
1983	2nd	Apr.	1.9	0	0.7	0
"	"	May	1.8	0	0.9	0
"	"	Jun	2.2	0	1.2	0
1983	3rd	Jul	2.7	0	1.4	0
"	"	Aug	3.2	0	1.6	0
"	"	Sep	2.6	0	1.1	0
1983	4th	Oct.	2.2	0	0.7	0
"	"	Nov.	1.8	0	0.7	0
"	"	Dec.	1.6	0	0.5	0
1984	1st	Jan.	1.9	0	NA	0
"	"	Feb.	1.8	0	NA	0
"	"	Mar	1.7*	0	0.8	0
1984	2nd	Apr.	1.6*	0	0.8	0
"	"	May	1.3*	0	0.6	0
"	"	Jun	1.8*	0	0.7	0
1984	3rd	Jul	1.8*	0	0.7	0
"	"	Aug	2.0*	0	0.9	0
"	"	Sep	1.7*	0	0.8	0
1984	4th	Oct	2.0*	0	1.2	0
"	"	Nov	1.5*	0	0.7	0
"	"	Dec.	1.3*	0	0.7	0
1985	1st	Jan.	1.7*	0	0.9	0
"	"	Feb.	1.8*	0	1.1	0
"	"	Mar.	1.3*	0	1.3	0

*CO monitoring site was changed from Cleveland Clinic to the Cleveland Health Department.

/lmd

6A002

WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET

- O - OUTGOING
- H - INTERNAL
- I - INCOMING
Date Correspondence Received (YY/MM/DD) 85, 12, 10

Name of Correspondent: E. Rika de la Garza

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

Subject: Writes regarding the international economic disruption resulting from the unannounced enforcement of section 226 of the Motor Safety Transportation Act of 1984 at Hidalgo, Texas. This enforcement is effectively shutting off importation of agricultural products into the U.S. + requests your personal ROUTE TO: action.

Office/Agency (Staff Name)	Action Code	Tracking Date YY/MM/DD	Type of Response	Code	Completion Date YY/MM/DD
<u>LA 06LE</u>	<u>ORIGINATOR</u>	<u>85, 12, 17</u>	<u>MO</u>	<u>A</u>	<u>86, 01, 06</u>
	Referral Note:	___/___/___	___	___	___/___/___
	Referral Note:	___/___/___	___	___	___/___/___
	Referral Note:	___/___/___	___	___	___/___/___
	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: 7 Individual Codes: 1230

Prime Subject Code: SA002 Secondary Subject Codes: CM016 CM003
AG

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

January 6, 1986

Dear Kika:

Thank you for your recent telegram to the President regarding the enforcement of Section 226 of the Motor Safety Transportation Act of 1984 at the Hidalgo, Texas, U.S.-Mexico International Port of Entry.

Please know that your concerns in this regard have been brought to the attention of the appropriate Administration officials and will receive a prompt review and further response.

With best wishes,

Sincerely,

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

The Honorable E Kika de la Garza
House of Representatives
Washington, D.C. 20515

MBO:KRJ:MDB:mdb

cc: w/copy of inc to Becky Range, Legis Affairs, Dept of
Transportation - for DRAFT response

WH RECORDS MANAGEMENT HAS RETAINED ORIGINAL INCOMING

E. Joffe

370845

1-015339C346 12/12/85

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ICS IPMWHDS

1-016010A346 12/12/85

ICS IPMWGWJ WSH

00370 GOVT CHWASHINGTON DC 84 12-12 302P EST

PMS PRESIDENT RONALD REAGAN

WHITE HOUSE DC

INTERNATIONAL ECONOMIC DISRUPTION RESULTING FROM UNANNOUNCED ENFORCEMENT OF SECTION 226 OF MOTOR SAFETY TRANSPORTATION ACT OF 1984 AT HIDALGO, TEXAS, US-MEXICO INTERNATIONAL PORT OF ENTRY. ENFORCEMENT IS EFFECTIVELY SHUTTING OFF IMPORTATION OF AGRICULTURAL PRODUCTS INTO THE U.S. MEXICAN DOMICILED TRUCKS WITHOUT INSURANCE COVERAGE UNABLE TO SECURE REQUIRED ICC

CERTIFICATE OF REGISTRATION. MR PRESIDENT, IT WILL TAKE ACTION FROM YOU PERSONALLY TO STOP THIS FEDERAL ECONOMIC HARRASSMENT OF AN AREA ALREADY ADVERSELY IMPACTED BY SEVERE FREEZE, MULTIPLE PESO DEVALUATIONS. I AWAIT YOUR REPLY. RESPECTFULLY.

E KIKA DE LA GARZA MEMBER OF CONGRESS

1736 EST

1803 EST

THE WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET

SA002

INCOMING

DATE RECEIVED: JANUARY 28, 1986

NAME OF CORRESPONDENT: THE HONORABLE E. G. "PAT" PATTERSON

SUBJECT: ENCLOSES COPY OF LETTER FROM JOHN CARTMELL,
PASCO, WASHINGTON OPPOSING A MANDATORY SEAT
BELT LAW

ROUTE TO: OFFICE/AGENCY	(STAFF NAME)	ACTION		DISPOSITION	
		ACT CODE	DATE YY/MM/DD	TYPE RESP	C COMPLETED D YY/MM/DD
KAE RAIRDIN		ORG	86/01/28	KR A	86/02/14 TR 1
<u>Transportation</u>		R	86/02/19 TR	A	86/03/04 AB
	REFERRAL NOTE:				
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COMMENTS:

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: 2200
IA MAIL USER CODES: (A) (B) (C)

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*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       *                      *                      *
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LETTER AT ALL TIMES AND SEND COMPLETED RECORD TO RECORDS
MANAGEMENT.



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

The Administrator

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

MAR - 4 1989

The Honorable E. G. "Pat" Patterson
Washington State Senate
Institutions Bldg. 204A
Olympia, WA 98504

Dear Mr. Patterson:

Thank you for your letter on behalf of John Cartmell of Pasco, Washington, who is concerned that enactment of mandatory safety belt use laws may restrict individual freedom of choice. I want to emphasize that Secretary Dole carefully considered all of the effects of the various occupant crash protection alternatives before reaching her final decision.

Although Mr. Cartmell is familiar with some elements of Secretary Dole's decision on occupant crash protection, I believe it would be helpful to review briefly that decision. In 1981, the Department withdrew a regulation that required all new cars to be equipped with automatic restraints (such as airbags or automatic seat belts). In 1983, the Supreme Court overturned that decision, and ordered the Department to reconsider whether to require automatic restraints. Secretary Dole's subsequent decision is consistent with the Supreme Court opinion, and is designed to save as many lives as possible as quickly as possible. We believe that effectively enforced state laws requiring the proper use of safety belts offer our best opportunity to save lives today at virtually no additional cost to the consumer. The decision also reflects our belief in the value of automatic occupant protection systems, such as air bags and automatic safety belts, by requiring all new cars to have automatic protection starting with the 1990 model year. The automatic protection requirement is phased-in during the preceding three years.

The decision also specifies that if States with two-thirds of the U.S. population enact effective safety belt use laws by 1989, the requirements for automatic protection will no longer apply. In either event, motorists will be assured of substantially improved protection.

I would like to emphasize that the Department has never suggested that States would lose any Federal funding if they do not adopt safety belt use laws. The Department has no authority to withhold Federal funds in such a situation. Decisions on safety belt use laws are properly made by the States, and we encourage citizens to make their views known to their State legislators on this matter.

As to Mr. Cartmell's comments on how safety belt laws affect the rights of citizens, we recognize that a safety belt use law requires an action that many people do not take voluntarily. However, all traffic laws involve some restraint on individual behavior. Most are accepted without a second thought: we drive on the right side of the road, obey speed limits and stop at red lights. In many cases, the failure of motorists to obey these laws will have an impact on other motorists as well as themselves. The same is true for failing to wear safety belts, because automobile accidents have many "victims" -- family, friends, employers and taxpayers -- all of whom bear some measure of the human and economic cost. During the past decade, 470,000 persons have died on American highways. Each year an estimated 300,000 are injured seriously enough to require hospital treatment. These traffic deaths and injuries have resulted in an annual cost to society of 57 billion dollars resulting from the costs of such things as emergency medical services, long-term medical care and rehabilitation, worker's compensation, welfare payments, and lost tax revenue.

We believe that the relatively small intrusion resulting from safety belt use laws is more than justified by the possibility of achieving substantial reductions in vehicle-related deaths and injuries, and to reduce the financial burden on the taxpayers. To date, 19 States and the District of Columbia have passed belt use laws, and early data indicate that they are working to save lives.

It is good to know of Mr. Cartmell's views on safety belt use laws. We welcome the interest of all concerned citizens on this important subject and we appreciate this opportunity to advise you of our efforts to improve occupant crash protection for all Americans.

Sincerely,

Diane K. Steed

Diane K. Steed

Enclosure



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

REFERRAL

FEBRUARY 19, 1986

TO: DEPARTMENT OF TRANSPORTATION

ACTION REQUESTED:

DIRECT REPLY, FURNISH INFO COPY

DESCRIPTION OF INCOMING:

ID: 374243

MEDIA: LETTER, DATED JANUARY 24, 1986

TO: PRESIDENT REAGAN

FROM: THE HONORABLE E. G. "PAT" PATTERSON
STATE SENATOR
9TH DISTRICT
WASHINGTON STATE SENATE
204-A INSTITUTIONS BUILDING
OLYMPIA WA 98504

SUBJECT: ENCLOSES COPY OF LETTER FROM JOHN CARTMELL,
PASCO, WASHINGTON OPPOSING A MANDATORY SEAT
BELT LAW

U.S. DEPT. OF
TRANSPORTATION
1986 FEB 19 AM 10:46
OFFICE OF SECRETARY
OF TRANSPORTATION
EXECUTIVE SECRETARIAT

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

8602190033



THE MOUNTAIN VIEW

ADDRESS

FEBRUARY 19, 1984

U.S. DEPARTMENT OF TRANSPORTATION

DIRECT REPLY, PLEASE RETURN TO: DIRECTOR, FEDERAL BUREAU OF INVESTIGATION

DESCRIPTION OF INCIDENT

TO: 37343

FROM: THE HONORABLE E. D. BROWNE, SENATOR

WASHINGTON STATE SENATE

504-A INVESTIGATIVE BUILDING

OLYMPIA, WA 98504

ATTENTION: DIRECT REPLY TO: DIRECTOR, FEDERAL BUREAU OF INVESTIGATION

PROMPT ACTION IS ESSENTIAL - IF REQUIRED ACTION HAS NOT BEEN TAKEN WITHIN 5 WORKING DAYS OF RECEIPT, PLEASE TELEPHONE THE BUREAU AT 458-7484

RETURN CORRESPONDENCE, WORKSHEET AND COPY OF RECEIPT TO: AGENCY LIAISON, ROOM 51, THE WHITE HOUSE

RECEIVED
FEB 19 1984
FEDERAL BUREAU OF INVESTIGATION
U.S. DEPARTMENT OF JUSTICE

THE WHITE HOUSE

WASHINGTON

February 14, 1986

Dear Senator Patterson:

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

I have forwarded a copy of your comments to the appropriate officials at the Department of Transportation for their review and direct reply.

Thank you for bringing your concerns to the attention of the Administration. If I can be of further assistance, please do not hesitate to contact me.

Sincerely,



K. Kae Rairdin
Special Assistant to the President
for Intergovernmental Affairs

The Honorable E.G. "Pat" Patterson
Senator of the State of Washington
Institutions Bldg. 204A
Olympia, WA 98504

8602190033

374 243



Washington State Senate

E. G. "PAT" PATTERSON
NINTH DISTRICT

WRITE OR CALL:
INSTITUTIONS BLDG. 204A
OLYMPIA, WA 98504
206-786-7620

N.E. 400 CAMPUS
PULLMAN, WA 99163
509-335-2323

January 24, 1986

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

Dear President Reagan:

Elizabeth Dole's position on mandatory seat belt legislation is not helping the image of the Reagan administration.

Sincerely yours,

E. G. "PAT" PATTERSON
State Senator

EGP:mc

Enclosure

8602190033

77-1000 100530

08 FEB 21 AIO : 53

OFFICE OF LEGAL COUNSEL

Honorable Pat Patterson
Washington State Senate
Olympia, Wa. 98504

1-21-86

John Cartmell
1305 N. 18th Ave.
Pasco, Wa. 99301

The Honorable Pat Patterson,

I am very concerned about the mandatory seat belt law presently being discussed before the Senate. Supporters of the legislation say it is a valuable law because it will save lives. But saving lives is not the basis for good law making. Laws have traditionally been made not to save lives, but to keep people from interfering with each other. This is what determines good law. If you want to test a particular law to establish if it is good, fair, and effective, ask if it keeps people from interfering with each other, not whether it will save lives!

The fact of the matter is, a person endangers no one but himself by not wearing a seat belt, and that choice is his own damn business and no one else's. Now the State is saying it's the State's business because it doesn't like to see people get killed. Unfortunately, that is the price we must be willing to pay for freedom; the highest ideal. Freedom is not for free; we pay an exacting price by allowing things like deaths from not wearing seat belts. But in return we preserve our most precious resource; individual freedom, from which springs happiness, ambition, and self pride. If the State is so concerned about people wearing their belts, it should educate, educate, educate; not regulate! Preserving the individual's freedom and his right to choose is the highest responsibility you have as an elected representative. Only by educating people on the dangers of driving without a belt can lives be saved and individual freedom be preserved.

Shirley Hankins remarks that she takes a "mother's approach," and that adults should learn to use seat belts to set an example to their children. This legislation by maternal instinct is an insult! What kind of example a parent sets for their children is nobody's damn business, unless their parenting directly interferes with others! Shirley Hankins is an idiot masquerading as a "representative" of the people. I feel sorry for her constituents.

Rep. Steve Fuhrman, R-Kettle Falls is right when he calls the bill "social meddling," as is Rep. "Doc." Hastings when he says it violates individual rights, and goes into "personal responsibility." The people must learn to take responsibility for their lives. If they don't learn that, we suffer as a nation by breeding a society of weaklings that look to the government as a surrogate parent.

There is a dangerous trend in contemporary politics to legislate peoples lives with the apparent objective of creating a Utopian Society. But passing laws because the laws will "save lives," does not bring us closer to paradise, rather, such laws compromise the individual's freedom, regulates the individual's life, and pushes us nearer to a socialistic system in which people are forced to relinquish their individuality and become dependants of the State. The Federal Government's threat to withhold highway funds unless mandatory seat belt laws are passed is nothing short of Socialistic blackmail! What was it Ronald Reagan said during his first campaign about "getting government off the backs of the American People?"

The concept of making laws for mutual non-interference is not new. Indeed, it is the basis of freedom itself. You must do everything you can as an elected representative to protect that freedom and our lives from the governmental meddling the seat belt law would purvey.

Sincerely
John Cartmell

8602190033

16 FEB 20 P 4: 10

EXECUTIVE SECRETARIAT

EXECUTIVE SECRETARIAT

16 FEB 19 P 4: 17

EXECUTIVE SECRETARIAT

Paper titled

VI

HIGHWAY TRANSPORT OF HAZARDOUS MATERIALS382260 PD
5A002
TN001

ISSUE: Producers of hazardous materials are working to make their plants safer, but one area of safety that needs improvement is in the transportation of products. Hazardous materials are just as hazardous on the road as they are in the plant, and they are more vulnerable to accidents on the road. With each tank truck capable of carrying at least twice the volume of the chemical spilled at Bhopal, the circumstances for an accident may exist quite often. Such materials are hauled by a fleet of 466,000 trucks on 250,000 highway trips each day.

Information about the routing of hazardous materials and related transportation operating procedures is crucial to avoiding accidents. The federal government has a proper function to provide information to states and local governments. How can we provide information in a timely manner to the states about catastrophic materials transported on their roads? How can we help reduce the risk of an accident and the impact if one occurs?

INITIATIVE: The Department of Transportation should establish a nationwide hazardous material route-plan reporting system for trucks carrying extremely hazardous materials. The Department should define the items and amounts of specific materials for which route plans would be required, draft the specifications and procure and manage the system; and prepare a sample compliance code for the states.

A task force of DOJ, EPA, ICC and State and local authorities should serve in an advisory capacity to DOT.

All firms shipping extremely hazardous materials would be required to file a route plan, which would be transmitted to the State Police in each state along the route. The route-plan would include (1) driver's name and social security number (2) travel route (3) vehicle make and license number (4) shipper's name (5) cargo contents and hazardous code, (6) route of travel, and (7) expected times at determined check points. The truck driver would be required to check in with the state or local police at specific intervals and when unable to meet check point times. The system would automatically modify and retransmit the changed route plan.

Prerequisites for filing a route plan should include at least verification of a safety inspection for mechanical defects within the last year and a computer search of the driver's record for any violations. Noncompliance by firms would result in a fine for the company and noncompliance by the driver would affect his driver's license. The system could utilize existing government information systems such as NLETS or NCIC.

IMPACT: Prior knowledge of extremely hazardous materials transport would lead to better local procedures to prevent and if necessary respond to an accident.

STATUS: This is a new initiative.

1/31/86

Selby/Rock A

THE WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET

5A002

INCOMING

DATE RECEIVED: MARCH 01, 1986

NAME OF CORRESPONDENT: COLONEL D. E. SCHAET, USMC, RET.

SUBJECT: COMMENDS JIM BURNETT, CHAIRMAN OF THE
NATIONAL TRANSPORTATION SAFETY BOARD FOR HIS
DEDICATION TO THE CAUSE OF CURTAILING DRUNK
DRIVING

ROUTE TO: OFFICE/AGENCY (STAFF NAME)	ACTION		DISPOSITION	
	ACT CODE	DATE YY/MM/DD	TYPE RESP	C COMPLETED D YY/MM/DD
ANNE HIGGINS	ORG	86/03/03	(P2AA 860327)	AB
<i>Don Clary</i> REFERRAL NOTE: CACLAR	A	86/03/03	C86/03/04	AB
REFERRAL NOTE:				

COMMENTS:

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: _____
MI MAIL USER CODES: (A) _____ (B) _____ (C) _____

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*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      *          *                      *          *
*****

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

March 27, 1986

Dear Colonel Schaet:

Thank you for your thoughtful letter and your generous comments about Jim Burnett. He has recently been renominated for another term on the Transportation Safety Board, and I'm especially pleased because of your comments that this is the case.

I also want to commend your own activities with the MADD organization. They are doing some fine work and really making a difference in bringing down the tragic toll.

God bless and keep you.

Sincerely,

RONALD REAGAN A

COL D. E. Schaet, USMC, Ret.
Suite 310
669 Airport Freeway
Hurst, Texas 76053

RR:AVH:pps

88 8 8 8

THE WHITE HOUSE
WASHINGTON

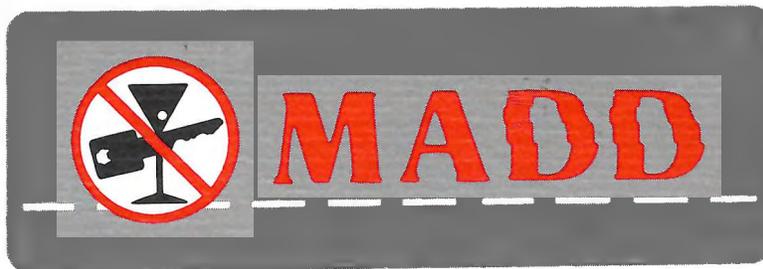
3/4/86

Anne—

a short note back
to Col. Schaet thanking
him on this would be
appropriate.

You should note that the
President just re-nominated
Burnett for another term
on the Transportation Safety Board.

Don



Mothers Against Drunk Driving

669 Airport Freeway, Suite 310 • Hurst, Texas 76053 • (817) 268-MADD

FOUNDER
Candy Lightner

February 24, 1986

BOARD OF DIRECTORS

Chairman & CEO
John Wheeler
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Norma Jean Phillips
Vice President
Dee Fine
Vice President
Sheli Fennell
Vice President
Micky Sadoff
Secretary
Catherine J. Stayman
Treasurer
Robert H. Frank

President Ronald Reagan
The White House
1600 Pennsylvania Avenue
Washington, DC 20500

Dear President Reagan:

As you know, during the past five years, Mothers Against Drunk Driving has been a leading force in the movement to end drunk driving in our nation. While MADD gets much of the credit, there are many others with whom we work that are deserving of recognition.

As we were reviewing some of the activities of MADD recently, it became clear that one such person is Jim Burnett, the Chairman of the National Transportation Safety Board. There is no doubt that because of the scope of his responsibilities, he is a very busy person. Yet, he has consistently espoused the cause of curtailing drunk driving and has made the time to do something about it.

EXECUTIVE DIRECTOR
Donald E. Schaet

Establishment of a uniform minimum 21 year old drinking age throughout the United States is key to saving lives of young people. Mr. Burnett has been a strong advocate and a participant in various activities to make this the case. The use of sobriety check points as a deterrent to drunk driving and to identify drunk drivers before they kill someone is one of the most effective techniques at hand. Again, Mr. Burnett has worked for expanding the use of them. The list could go on and on--administrative revocation of licenses, support for legislation to eliminate drunk train engineers, action to ensure airplane

pilots and boat operators do not operate their conveyances drunk, etc. are but a few more. In sum, I would like to bring to your attention that Mr. Burnett has been truly one of the movers and shakers on the drunk driving problem in America, and we commend him for it.

Our thoughts and prayers are with you as you lead our nation.

Respectfully,

A handwritten signature in black ink, appearing to read "D. E. Schaet". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

D. E. Schaet
Col. U. S. Marine Corps (ret)
Executive Director

DES/hg

THE WHITE HOUSE
CORRESPONDENCE TRACKING WORKSHEET

SA002

INCOMING

DATE RECEIVED: MARCH 24, 1986

NAME OF CORRESPONDENT: THE HONORABLE MICHAEL D. ANTONOVICH

MAR 25 1986

SUBJECT: URGES REPEAL OF NATIONAL 55 M.P.H. SPEEC
LIMIT AND SUGGESTS ALLOWING STATES TO SET
THEIR OWN LIMITS

12

ROUTE TO: OFFICE/AGENCY	(STAFF NAME)	ACTION		DISPOSITION	
		ACT CODE	DATE YY/MM/DD	TYPE RESP	C COMPLETED D YY/MM/DD
CRISTY BACH		ORG	86/03/24	MDA	8/18/04
	REFERRAL NOTE:				
	REFERRAL NOTE:				
	REFERRAL NOTE:				
	REFERRAL NOTE:				
	REFERRAL NOTE:				

COMMENTS:

ADDITIONAL CORRESPONDENTS: MEDIA:L INDIVIDUAL CODES: 2300
IA MAIL USER CODES: (A) _____ (B) _____ (C) _____

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*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        *          CODF = A   *
*F-FURNISH FACT SHEET *S-SUSPENDED        *COMPLETED = DATE OF *
*I-INFO COPY/NO ACT NEC*          *                      *          OUTGOING  *
*R-DIRFCT REPLY W/COPY *          *                      *          *
*S-FOR-SIGNATURE      *          *                      *          *
*X-INTERIM REPLY      *          *                      *          *
*****

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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.



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

The Administrator

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

APR 29 1986

Mr. Michael D. Antonovich
Supervisor, Fifth District
Board of Supervisors, County of
Los Angeles
500 West Temple Street
Los Angeles, CA 90012

Dear Mr. Antonovich:

President Reagan has asked me to respond to your letter informing him of the action taken by the Los Angeles County Board of Supervisors regarding the 55 mph speed limit. We appreciate knowing your views on this important traffic safety issue.

As you are aware, the 55 mph speed limit was established by the Congress, and only the Congress has authority to repeal it. Unless and until the Congress grants such authority or takes direct action to repeal the 55 mph speed limit, the President, the Department of Transportation, and the States are obliged to administer the program in accordance with existing relevant statutes.

The Department is currently reviewing the findings and recommendations of the National Academy of Sciences (NAS) study of the 55 mph speed limit. The NAS recommendations to adopt a point system in which high-speed violations are weighted more heavily than incremental violations has been considered with various configurations. The requirement for a system that treats all States equitably, yet still provides for public safety, has made analysis of various proposals a complex task.

We have received and are considering the results of the California Highway Patrol and California Department of Transportation study as we proceed with formulating Department policy alternatives for the future.

Sincerely,

Diane K. Steed

Diane K. Steed



THE WHITE HOUSE
WASHINGTON

April 4, 1986

Dear Mike:

Thank you for your recent correspondence to the President regarding highway speed limits.

We have forwarded your letter to the appropriate officials at the Department of Transportation for their benefit and consideration. We will keep you posted on any progress.

Please call me or Cristy Bach, Special Assistant to the President for Intergovernmental Affairs, if we can be of any further assistance.

Best Regards,



Mitchell E. Daniels, Jr.
Assistant to the President
for Political and Intergovernmental Affairs

Mr. Michael D. Antonovich
Supervisor
Hall of Administration
Room 869
500 West Temple Street
Los Angeles, California 90012

8604220017

S
c. Bach

387293

Board of Supervisors County of Los Angeles



MICHAEL D. ANTONOVICH
SUPERVISOR FIFTH DISTRICT

March 19, 1986

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

Dear Mr. President:

The Los Angeles County Board of Supervisors, acting on my motion, has requested Congress to repeal the national 55 m.p.h. speed limit and allow states to set their own limits.]

The justification for the national limit was the oil crisis of the 1970's. That crisis is long past yet the law remains. With the price of oil now below \$15 per barrel, another crisis seems unlikely in the foreseeable future.

The California Highway Patrol and Caltrans have recommended a 65 m.p.h. speed limit along highways outside of metropolitan areas. Raising the speed limit would allow the Highway Patrol to focus more effort on real problems, such as drunken driving and the traffic congestion in urban areas. It would not lead to an increase in accidents on rural highways because traffic there already averages 63-65 m.p.h., and 95 per cent of all motorists in those areas already exceed the 55 m.p.h. limit.

I would appreciate your consideration in supporting the repeal of the national limit.

Thank you and best regards.

Sincerely,

MICHAEL D. ANTONOVICH
Supervisor, Fifth District

MDA:lts

Give my regards to Nancy & wishing you success with the Center vote.

8604220017