



U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, October 3, 1983

DOT 78-83
Contact: Mari Maseng
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Ed O'Hara
Tel.: (202) 426-4321

DOLE ASKS CAB TO STUDY AIRLINE PASSENGER PROTECTION PLAN

Secretary of Transportation Elizabeth Hanford Dole today asked the Civil Aeronautics Board to investigate whether the existing plan to protect passengers holding tickets on an airline that shuts down operations needs to be revised. The request was contained in a petition filed by the Department of Transportation.

The existing Default Protection Plan, an agreement among air carriers, is designed to permit passengers holding tickets on a defaulting airline to use the tickets on another airline. The CAB approved and granted antitrust immunity for the current plan.

However, when Continental Air Lines took the unprecedented step of temporarily shutting down its domestic operations and then resuming a sharply reduced schedule of flights, the default plan was not triggered by the Air Traffic Conference of air carriers.

Secretary Dole said, "I am concerned that the default protection plan may not be providing the protection for airline passengers that was intended. Since the plan has not been triggered, it has not provided any recourse for passengers holding tickets on Continental flights that have been dropped."

In its filing, the DOT asks the CAB to make an "expedited" inquiry to determine (1) whether the plan's provisions were properly observed after Continental's service reduction and (2) whether the plan should be modified to provide relief when there is a partial shutdown of an airline's operation.

- more -

The petition says that Continental's bankruptcy petition and service reduction raise an important issue: "whether the passenger protection arrangements currently available furnish adequate assurance that airline customers are not being subjected to excessive financial risk" in purchasing airline tickets.

DOT expressly took no position on whether the default plan was properly observed. If, however, the plan was not properly observed in the Continental service cut, the CAB should insure that it is properly invoked in the future, the DOT petition said. If the plan was properly observed, the plan, as currently written, may no longer provide the protection needed in today's environment, the petition said.

DOT asks the board to prescribe remedial actions to provide any additional consumer protection that may be necessary in the public interest.

DOT said it would cooperate fully in any proceeding the CAB conducts in response to the petition.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
October 13, 1983

DOT 80-83
Contact: Mari Maseng
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RALPH L. STANLEY PROPOSED TO HEAD DOT'S URBAN MASS TRANSPORTATION ADMINISTRATION

President Reagan has announced his intention to nominate Ralph L. Stanley, Chief of Staff to Secretary of Transportation Elizabeth Hanford Dole and former White House Aide, as Administrator of DOT's Urban Mass Transportation Administration.

"Ralph Stanley's strong legal background and transportation experience are excellent qualifications for this important position and I am pleased that the President will propose his nomination to the Senate," Dole said.

Stanley, as Administrator of UMTA, will be responsible for management and oversight of a more than \$4 billion program of capital, operating and planning assistance to the Nation's transit systems.

A graduate of Princeton University with a B.A. degree in English, Stanley took his law degree from the Georgetown University Law Center, where he was an editor of the Georgetown International Law Journal. He also studied at Oxford University in England.

Stanley joined DOT in 1981 and served Secretary Dole and former Secretary Drew Lewis as Special Assistant to the Secretary for Policy. In that capacity, he was a principal staff advisor to the Secretary on Departmental policy and cabinet council and cabinet level issues. At the White House's Office of Communications/Public Affairs during the Fall of 1982, he coordinated the President's communications activities with those of cabinet members and subcabinet officials.

Before entering government service, he was an Associate in the law firm of Bracewell and Patterson in Washington, D.C., and was active in the 1980 campaign of the President.

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U.S. Department of
Transportation

179-24

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
October 13, 1983

DOT 81-83
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DOT SECRETARY NAMES
ROBERT P. DAVIS
AS CHIEF OF STAFF

Secretary of Transportation Elizabeth Hanford Dole has appointed Robert P. Davis, a former Justice Department official, as her Chief of Staff.

"Bob Davis' prior experience in the public and private sector will be an important asset in his new position," the Secretary said. "I am very happy to have him join the Department's executive staff."

Davis received his undergraduate degree in political science at Brown University, a Master's Degree in political science from Boston University, and another Master's in Public Administration from Syracuse University. He graduated from the Georgetown University Law Center and served as an editor of the Georgetown Law Journal. His responsibilities at the Justice Department covered a broad range of the legal, policy and legislative aspects of the Department's operations.

As Chief of Staff, he will succeed Ralph L. Stanley. President Reagan has announced his intention to nominate Stanley as Administrator of DOT's Urban Mass Transportation Administration.

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U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

179.30

FOR RELEASE THURSDAY
October 13, 1983

DOT 82-83
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John Leyden
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DOT SECRETARY ANNOUNCES WIND SHEAR ALERT SYSTEMS FOR 51 ADDITIONAL AIRPORTS

Secretary of Transportation Elizabeth Hanford Dole today announced the Federal Aviation Administration has ordered 51 additional wind shear alert systems for installation at airports across the nation, bringing to 110 the number of airports which will have the equipment.

"These systems add an extra dimension in our efforts to make the nation's air traffic control system even more safe," Dole said, "and we already have what is acknowledged to be the safest system in the world."

Climatronics Corp. of Bohemia, N.Y., is supplying the equipment under a \$3.1 million FAA contract. Deliveries will begin in nine months and be completed in 22 months.

Wind shear has been blamed in a number of air carrier accidents in recent years. The phenomenon generally is associated with thunderstorms or fast-moving weather fronts that generate sudden changes -- or "shears" -- in wind speed or direction. Because these shears usually occur within 500 feet of the ground, often reaching speeds of 50 knots, they can present a serious hazard to aircraft during takeoff and landing.

The wind shear alert system uses a mini-computer to monitor wind speed and direction from five sensors located around the airport perimeter, then compares them with the readings from another sensor located near the center of the airport operational area. When a significant change is noted, audible and visual alarms are triggered in the airport control tower. Controllers can then alert pilots to the problem.

The 51 airports scheduled to receive wind shear alert systems are:

- more -

Alabama: Huntsville, Montgomery
Arizona: Tucson
Arkansas: Fort Smith
California: San Francisco
Colorado: Colorado Springs
Connecticut: Windsor Locks
Florida: Daytona Beach, Fort Myers, Tallahassee, Pensacola
Georgia: Augusta, Columbus, Savannah
Hawaii: Honolulu Oahu
Illinois: Moline, Peoria, Springfield
Iowa: Cedar Rapids, Sioux City
Kentucky: Lexington
Louisiana: Baton Rouge, Monroe, Shreveport
Michigan: Grand Rapids, Lansing
Minnesota: Rochester
Missouri: Springfield
Montana: Billings
Nebraska: Lincoln
New York: Albany, Syracuse
North Carolina: Asheville, Fayetteville, Greensboro
Ohio: Toledo
South Carolina: Charleston, Columbia, Greer
South Dakota: Sioux Falls
Tennessee: Bristol, Chattanooga
Texas: Austin, Dallas-Love Field, El Paso, Lubbock, Midland
Virginia: Richmond
West Virginia: Charleston
Wisconsin: Green Bay, Madison

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Distri: A-WXYZE-2, A-FAT-7, A-FIA-0 (Limited), ZMS-403)

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**Federal Aviation
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800 Independence Ave., S.W.
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U.S. Department of
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Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, October 13, 1983

DOT 83-83
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 Dick Burdette
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SECRETARY DOLE MANDATES EYE-LEVEL AUTO STOP LAMPS TO CUT REAR-END COLLISIONS

Secretary of Transportation Elizabeth Hanford Dole today announced a new passenger car equipment rule designed to significantly reduce the danger of rear-end collisions.

The new regulation requires the installation of a third stop lamp to be mounted in the line of sight near the rear window of all passenger cars produced after Sept. 1, 1985, although auto-makers may install the light before that date if they wish.

"We expect to cut the number of rear-end collisions significantly, and eliminate 40,000 injuries as well as save an estimated \$434 million in property damages annually," Secretary Dole said. She added that some fatalities should also be avoided because of reduced collision speeds.

"This is part of a comprehensive new program to improve highway safety in three areas — driver behavior, vehicle design and the highway itself," the Secretary said.

The new rule follows years of extensive Federally-funded research on vehicle rear lighting systems in an effort to reduce one of the most costly and common types of traffic accident, the Secretary said.

According to estimates by the Department's National Highway Traffic Safety Administration (NHTSA), there were some 3.5 million collisions in 1980 in which a passenger car was struck from behind, resulting in property damage and deaths or injuries. It is believed that 2.3 million of these passenger cars had their stop lamps on when they were struck. NHTSA estimates that approximately 900,000 of these accidents will be eliminated each year by requiring the high mounted stop lamp. There were more than 600,000 injuries as a result of rear-end collisions involving passenger cars in 1980. "We estimate that as many as 40,000 of these might have been prevented if all cars had been equipped with the new eye-level stop light," Secretary Dole said.

A DOT study released in May 1980 reported accident data collected over a continuous 12-month period on approximately 5,400 telephone company passenger cars. About 2,500 of these vehicles were equipped with a single center high-mounted stop lamp, and these cars had 53 percent fewer rear-end accidents than vehicles without the added light. The results of the study were almost identical to the findings of a similar survey conducted in 1978 involving more than 2,100 Washington, D.C. taxicabs, and an independent survey whose results were announced in 1981 by the Insurance Institute for Highway Safety.

The regulation being issued today requires the automotive industry to install the third stop lamp, which may be mounted inside or outside the vehicle, as an addition to the two stop lamps already required under Federal Motor Vehicle Safety Standard No. 108, Lamps, Reflective Devices, and Associated Equipment.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

179.32

FOR IMMEDIATE RELEASE
Tuesday, October 18, 1983

DOT 84-83
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SECRETARY DOLE CALLS FOR PUBLIC COMMENTS ON AUTOMATIC RESTRAINT OPTIONS

Secretary of Transportation Elizabeth Hanford Dole today invited public comment on several alternative regulatory actions involving automatic restraints to protect occupants in automobile crashes.

In a notice of proposed rulemaking, the Department of Transportation requested comment on three regulatory actions under consideration. The options include:

- (1) Retaining the existing requirement that all cars be equipped with automatic restraints, and set a new compliance date;
- (2) Amending the existing rule to permit compliance, for example, only with airbags or only with airbags or non-detachable automatic belts; and
- (3) Rescinding the existing rule if further consideration supports such action.

"I have no higher mandate than safety," Secretary Dole said. "Front-seat motor vehicle fatalities have averaged 24,000 a year for the past three years. Three-fourths of those," she noted, "were drivers."

Today's proposed rulemaking follows action by the U.S. Supreme Court which overturned an October 1981 DOT decision not to require automatic restraints beginning with 1983 model cars.

The Supreme Court issued its decision in June of this year. On September 23, the U.S. Court of Appeals remanded the matter to the Department, in accordance with the Supreme Court's instructions.

"We indicated last month that we would move promptly in re-examining the whole automatic restraint issue," Secretary Dole said. "We want current data. We want up-to-date comments. We want a solution that will be workable, reasonable and — most important — in the best interests of the travelling public."

The Secretary called today's rulemaking notice a "necessary step in order to make an appropriate final decision in light of the Supreme Court's ruling and what the law requires."

As a part of the comment-gathering process, Secretary Dole announced plans to hold public meetings in three cities across the country to elicit views on the proposed options to protect occupants in frontal, side-impact and rollover accidents.

The public meetings will be held November 28-29 in Los Angeles, December 1-2 in Kansas City, Missouri, and December 5-6 in Washington, D.C.

"We recognize the importance of responding quickly to the Supreme Court's decision," Secretary Dole said. She pointed out that the proposed rule sets forth a stringent timetable to enable the Department to publish a final decision document by April 1984; if a supplementary rulemaking needs to be issued, a final decision would be delayed until July 1984.

The proposed rule also asks for comment on several possible actions that could be taken in conjunction with, or as a supplement to, one or more of the three general options above:

(1) Carrying out a demonstration program to gather more detailed data on public acceptability; (2) seek legislation to require or provide incentives for mandatory state safety belt use laws; and (3) seek legislation requiring manufacturers to offer consumers the option of choosing airbags or automatic belts, if they prefer them over manual belts.

The proposed rule recognizes that any crash protection requirement will have to be acceptable to the public.

Under the proposed rule, which will be published in the Federal Register Wednesday, October 19, 1983, the 60 day comment period will close December 19.

Comments should be submitted to the NHTSA Docket Section, Room 5109, 400 Seventh Street, S.W., Washington, D.C. 20590.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
October 21, 1983

DOT 85-83
Contact: Mari Maseng
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DOLE LAUDS MINNESOTA HIGH SCHOOL STUDENT FOR ANTI-DRUNK DRIVING EFFORTS

Did you ever say to yourself, "Sure, I know it's important to convince people not to drink if they're going to drive. But what can I do?"

Secretary of Transportation Elizabeth Hanford Dole points to Marni Kleven, 16, of Cook, Minn., as someone who found an answer.

"This young woman knew that teenagers frequently feel the tragic effects of drunk driving and she went to work and developed a 30-minute slide and tape presentation that she could show to the teenagers in her area," Dole said. "I think this is a fine example of what one person can do to become involved in the nationwide campaign to rid our highways of drunk drivers."

Her presentation, *The War on Drunk Drivers*, documents the seriousness of the problem. It urges teens to use peer pressure to discourage driving after drinking and also reminds them to use safety belts at all times.

Kleven received a "Certificate of Appreciation" from Diane K. Steed, Administrator-designate of the National Highway Traffic Safety Administration, in a ceremony at the U.S. Department of Transportation.

"Most parents will tell you that one second of peer pressure can be more influential than any amount of parental advice," Steed said in commending Kleven for her initiative and creativity in involving herself in a complex social problem. "Young people are the best communicators when it comes to convincing other young people that drinking and driving can have deadly consequences."

Steed said 4,500 teenagers were among the 25,600 people killed in alcohol-related crashes in the U.S. last year, noting that almost 60 percent of the fatally-injured teenage drivers were found to have alcohol in their blood systems, with 43 percent at the legally intoxicated levels.

Kleven's efforts to discourage teenage drunk driving also earned other honors. She was named National Home Economics Student of the Year, winning a \$5,000 scholarship, and she received "Grand Champion" recognition at the 1982 Minnesota State Fair.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

179.34

FOR RELEASE MONDAY
October 31, 1983

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Clyde Ball
Tel.: (202) 426-5807

DOT SECRETARY NAMES CHIEF COUNSEL AT MARITIME ADMINISTRATION

Secretary of Transportation Elizabeth Hanford Dole today announced the appointment of Garrett E. Brown, Jr., as Chief Counsel of DOT's Maritime Administration.

Brown has been General Counsel at the U.S. Government Printing Office since 1981, succeeding Stuart R. Breidbart, who resigned effective September 15 to return to the private sector.

As Chief Counsel, Brown will be chief legal officer of the Maritime Administration and a member of the Maritime Subsidy Board.

"Garrett Brown has a fine legal background and is well qualified for this important position," Admiral Harold E. Shear, Maritime Administrator, said.

On October 13, Brown was awarded the Public Printer's Gold Medal for Distinguished Service, the Government Printing Office's highest award. When he presented Brown with the award, public printer Danford L. Sawyer, Jr., said the honor was given "for the outstanding leadership and managerial ability he has given the Government Printing Office and for his dedication to government service."

Born in Orange, N.J., March 20, 1943, Brown received a B.A. degree from Lafayette College in 1965 and a J.D. degree in 1968 from the Duke University School of Law, where he received numerous honors.

He was law clerk to Justice Vincent S. Haneman of the Supreme Court of New Jersey from 1968 to 1969 and later served as an Assistant United States Attorney for the District of New Jersey. He was appointed Deputy Chief, Criminal Division in 1971 and Executive Assistant U.S. Attorney in 1972. He received the Attorney General's Meritorious Service Award for his investigation and successful prosecution of major organized crime and political corruption cases.

- more -

Brown joined the Newark law firm of Stryker, Tams and Dill in 1973. He was a partner in that firm from 1976 until 1981, when he was named General Counsel of the Government Printing Office.

Brown served on the faculty of the Practising Law Institute of New York City, teaching trial advocacy to classes of practicing attorneys for several years. He also lectured on various aspects of American law in Australia, New Zealand, Indonesia and Singapore under the auspices of the United States Department of State and the U.S. Information Agency. He served as Issue Editor of Anti-trust Law Journal and wrote and edited a handbook on the law of attorneys fees for the Institute of Continuing Legal Education.

He is a member of the American, Federal, New Jersey State, Union County (N.J.) and District of Columbia Bar Associations and a member of the Panel of Arbitrators of the American Arbitration Association.

He maintains residences in both Washington, D.C., and Westfield, N.J.

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FOR RELEASE AT 2 P.M.
Wednesday, November 2, 1983

DOT 90-83
Contact: Dennis Deuschl
Tel.: (202) 426-3346

NO SEAWAY TOLLS INCREASE FOR 1984

Secretary of Transportation Elizabeth Hanford Dole and Canadian Minister of Transport Lloyd Axworthy have announced there will be no increase in the St. Lawrence Seaway Joint Tariff of Tolls for 1984.

This decision is based on a recommendation from the two Seaway operating agencies -- the U.S. Saint Lawrence Seaway Development Corporation and the Canadian St. Lawrence Seaway Authority.

In Washington, D.C., Secretary Dole said: "Now is not the time to raise tolls. Although the need still exists for increased revenues by the Seaway agencies, the Great Lakes shipping industry must have the opportunity to rebound from two years of sharply reduced business.

"This Administration wants to provide every assistance it can to assure a strong revival of America's industrial and agricultural heartland. Since many of the positive effects of the economic recovery now underway are not yet reflected in Seaway cargo tonnage, a continuation of the current tolls schedule will contribute to a resurgence of maritime commerce."

Secretary Dole added: "For now, the self-sustaining Seaway agencies will operate with current revenues. Next year they will be required to re-examine their needs, current economic data and the necessity for future toll increases."

The Transportation Secretary also noted that last year's Congressional action removing the longstanding debt repayment burden of the Seaway Corporation allowed the United States to favorably respond to the Midwest shippers' concerns about the toll increases in 1984.

Cargo tonnage moved through the Seaway's Montreal-Lake Ontario section over the past five years has averaged over 50 million metric tons. However, the volume in 1982 dropped to 42.8 million and the current year's tonnage is expected to be about the same.

The Seaway agencies noted that the tolls deferral announced today should only be considered as a short-term measure. Next year they expect the review of their financial situation will indicate that some toll increase may be required in 1985 if the agencies' operating costs are to continue to be met without government appropriations.

To accommodate the one-year deferral of toll increases, the two Seaway agencies will defer some maintenance and improvement programs, and retain their internal cost efficiencies to meet projected 1984 operating expenses.

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Office of Public Affairs
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FOR RELEASE THURSDAY
November 3, 1983

DOT 91-83
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 Bob Beasley
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DOT EXTENDS COMMENT PERIOD FOR HANDICAPPED TRANSPORTATION PROPOSAL

Secretary of Transportation Elizabeth Hanford Dole today announced a 30-day extension of the public comment period on proposed regulations to ensure that handicapped and elderly persons have adequate access to Federally-funded mass transit systems.

DOT published the proposed rule in the September 8 Federal Register, with a comment period scheduled to close on November 7. Today's extension, which had been requested by several members of Congress and groups representing the handicapped, will allow public comment through December 8.

The Surface Transportation Assistance Act of 1982 required the Department to issue new rules establishing minimum service criteria for the transportation of handicapped persons and to monitor transit authorities' compliance with section 504 of the Rehabilitation Act of 1973. DOT's proposal would provide six service criteria, plus a cost "cap" to guard against undue financial burdens on transit operators.

The comment extension notice was published in the Federal Register on Monday, Oct. 31. Persons interested in commenting on the proposal should send their comments to Docket Clerk, Docket 56b, Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590. For further information, contact Robert C. Ashby, Office of Assistant General Counsel for Regulation and Enforcement, Room 10105, U.S. Department of Transportation, (202) 426-4723. Hearing-impaired persons may contact Mr. Ashby by using TTY (202) 755-7687.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, November 4, 1983

DOT 93-93
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Dennis E. Deuschl
Tel.: (202) 426-3346

JAMES L. EMERY NOMINATED AS U.S. SEAWAY ADMINISTRATOR

President Reagan has nominated James L. Emery as Administrator of the Department of Transportation's Saint Lawrence Seaway Development Corporation.

Emery is a former minority leader of the New York State Assembly and was Republican candidate for lieutenant governor of New York in 1982.

"Jim Emery is a fine administrator and I am pleased that he will be directing this important international function for the Department," Secretary of Transportation Elizabeth Hanford Dole said.

The nomination for the seven-year appointment now must be considered by the Merchant Marine Subcommittee of the Senate Commerce, Science and Transportation Committee, and approved by the Senate.

Emery, 52, represented New York's 136th Assembly District, south of Rochester, from 1965 until 1982. During that period, his party selected him deputy majority leader (1969), assistant minority leader (1975) and minority leader (1978).

A native of Lakeville, in Livingston County, N.Y., he served as that county's sheriff from 1960-64. He is a licensed real estate and insurance broker.

Emery earned a Bachelor of Business Administration degree from the University of Cincinnati in 1953, and after graduation was commissioned a second lieutenant through his university's Air Force ROTC program. After active duty service during the Korean conflict, he remained in the Air Force Reserve from which he retired as a full colonel earlier this year.

He and his wife, Jill, live in Geneseo, N.Y. Emery has two sons, James, Jr., and Jon,

Upon confirmation by the Senate, Emery will become the Seaway Corporation's fifth Presidentially-appointed administrator since that wholly government-owned enterprise was established by the Congress in 1954. The Seaway Corporation has administrative headquarters in Massena, N.Y.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, November 10, 1983

DOT 95-83
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Roslyn Kaiser
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DOT SECRETARY ANNOUNCES NEW WINDSHIELD STANDARD TO REDUCE FACIAL LACERATIONS

Secretary of Transportation Elizabeth Hanford Dole today announced a change in the federal glazing standards to permit the use of a plastic coated windshield which could sharply reduce facial injuries caused by broken glass.

Motorists and manufacturers can now use the new material in windshields and windows, effective immediately.

"This improved glazing technology could result in a significant reduction in the hundreds of thousands of facial lacerations caused each year by broken windshields," Dole said.

The amended standard (No. 205) does not require installation of the new material in motor vehicles, but permits a choice for those who want to do so.

The windshields on most cars are made of "safety" glass, consisting of a layer of plastic, laminated between two sheets of glass. The plastic serves as a soft barrier preventing the occupant's head from penetrating the windshield in a crash. The inner and outer layers tend to break on impact, however.

In the manufacture of the new material, an additional layer of thin plastic is bonded to the interior surface of the glass facing the occupant compartment, preventing the occupant's face from contacting the sharp edges of broken glass in the event of a crash.

Until now, automobile manufacturers have not been able to use the plastic coated glazing in cars sold in the U.S. because the material did not meet the National Highway Traffic Safety Administration scratch resistance test for glass, a standard adopted prior to the development of the new windshield material.

NHTSA has evaluated the available data from the use of the anti-laceration windshields in Europe and in experiments in this country.

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News:

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FOR IMMEDIATE RELEASE
Monday, November 14, 1983

DOT 96-83
Contact: Mari Maseng
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SECRETARY DOLE PROPOSES STUDY TO SEEK UNIFORM STATE TRUCKING REGISTRATION

Secretary of Transportation Elizabeth Hanford Dole today sent to Congress a proposal aimed at achieving more uniform state truck registration and tax procedures.

The proposal establishes a working group, which will include representatives of the states, to explore over an 12-month period ways to reduce the administrative burden on the trucking industry in interstate commerce.

Dole said the proposed bill will not affect state authority to establish tax rates and levels.

"Our studies estimate that administrative costs to the trucking industry while complying with state tax and registration procedures approach one billion a year," the Secretary said. "This is largely the cost of record keeping and does not include the actual taxes and fees paid to the state.

"I believe this proposal has the potential to substantially reduce that cost to the trucking industry and to the consumers of the nation."

She noted the proposal provides states with a direct role in developing the means to greatly reduce duplication of regulations and to cut down on burdensome paperwork.

Trucks operating in or through a state now must file papers dealing with licensing, road taxes, registration and fuel tax reports.

The study group, which will confer with the trucking industry and other interested parties, will make recommendations to the Secretary of Transportation on the best ways to achieve uniformity.

In the Motor Carrier Act of 1980, the Secretary was required to submit a report on ways to provide a more efficient system for state regulation of interstate motor vehicles. The proposed legislation is part of that response.

One of the draft bill's provisions gives the Secretary of Transportation authority to enter into rulemaking on the subject of standards for state truck registration and tax administrative forms and procedures.

Any proposed rulemaking will be open to public comment, including recommendations from the working group. Members of this group will be selected by DOT in consultation with the governor of each state and with state organizations.

DOT will not initiate any rulemaking during the 12 months allotted for the study group's work.

The proposal provides that the Attorney General can seek injunctive relief for violations of any final standard for administrative procedures.

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FOR IMMEDIATE RELEASE
Thursday, November 17, 1983

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DOT WILL BE LEAD AGENCY FOR EXPENDABLE LAUNCH VEHICLES IN SPACE

Secretary Elizabeth Hanford Dole today said President Reagan has designated the Department of Transportation as the primary government agency for expendable launch vehicles in space.

Dole said the objective is to try to create an environment as regulation-free as safely possible for private companies to supply the "expendable launch vehicles" necessary to boost payloads into space.

"It is clear that the market for space transportation will soon outstrip the capacity available today," she said. Instead of relying exclusively on NASA (National Aeronautics and Space Administration) and the Department of Defense for these rockets, companies interested in placing satellites into orbit will be able to look to the private sector. By streamlining the regulatory process, we encourage fuller and faster development of a new American industry. This step will create an orderly, predictable process — getting government out of the way of America's innovators and entrepreneurs."

Commercial use of space has a tremendous economic potential, the Secretary said. Some in industry estimate a \$10 billion market for companies interested in developing rockets to orbit commercial payloads over the next ten years.

"We will work with other agencies to provide fast, efficient 'one-stop' service for companies providing expendable launch vehicle service," Dole said.

There are a number of satellites now orbiting the earth which have been launched for commercial purposes, especially in the television and communications area.

"We don't want the progress of this growth industry to be handicapped by the regulatory constraints that have restricted other transportation industries. Even now, those seeking to enter the satellite launch business have been reluctant to make substantial investments because the regulatory and approval process is so cumbersome," she said.

Agencies now involved are the Federal Communications Commission, State Department, Coast Guard, Federal Aviation Administration, NASA, the Department of Defense, Commerce and others.

Individual agencies will retain their regulatory authority, but DOT will be the agency that coordinates and expedites the approval process and encourages the others to limit regulation.

"I believe that space in the long term holds almost limitless possibilities for progress in the fields of medicine, communications, the environment, and a whole host of others. Eventually, a wide range of industries could make use of the weightless environment in space," Dole said.

The new space responsibilities of DOT will be centered in the Office of the Secretary.

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U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE AT 1:00 P.M. (CST)
Thursday, November 17, 1983

DOT 99-83
Contact: Mari Maseng
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 Wilbur Martin
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DOT SECRETARY DOLE SAYS TRANSPORTATION DEREGULATION BENEFITS PUBLIC, INDUSTRIES

KANSAS CITY, Mo. — Secretary of Transportation Elizabeth Hanford Dole today said deregulation has made the public a "big winner", as well as benefiting shippers and industries.

She revealed that a new industry — commercial expendable launch vehicles in space — will benefit, too.

Dole said President Reagan had designated DOT as the primary government agency for these rockets and that the objective is to try to create an environment as regulation-free as safely possible for private companies to supply the expendable launch vehicles necessary to boost payloads into space.

"It is clear that the market for space transportation will soon outstrip the capacity available today," she said. Instead of relying exclusively on NASA (National Aeronautics and Space Administration) and the Department of Defense for these rockets, companies interested in placing satellites into orbit will be able to look to the private sector. By streamlining the regulatory process, we encourage fuller and faster development of a new American industry. This step will create an orderly, predictable process — getting government out of the way of America's innovators and entrepreneurs."

Speaking to the 76th annual convention of the National Industrial Transportation League about deregulation, the Secretary said:

"Certainly, there has been some discomfort as American industry regains its competitive legs.

"But our faith in an America free to compete is unshakable. Recovery has begun, and just as your industry is rebounding, so are others. Neither President Reagan nor I am about to surrender any of those benefits. As the President says, there is magic in the market place and it works. We will not yield to the petitioners for re-regulation who take comfort in a less competitive world."

Re-regulation, Dole said, would tie the hands of shippers and carriers just when they need freedom and authority the most.

"For some carriers caught in the challenges of transition, living with competition may be temporarily painful. But for millions of Americans, and for the shipping community especially, living without it would be decidedly worse."

Calling deregulation a pillar of the President's plan to renew America, the Secretary reviewed what had been accomplished since the first steps toward deregulation began in the railroad industry under President Ford in 1976, and what remains to be done.

Air cargo was cut loose from Federal regulation in 1977, Dole said, and in less than seven years the industry grew to a multi-million dollar business, "delivering 700,000 packages door-to-door every night."

"What has happened in this segment of the aviation industry is an indication of what de-regulation can do for the passenger arm," Dole said, noting that the financial problems of some air carriers have been caused primarily by other factors, such as huge increases in fuel prices in 1979-80, high interest rates, and an economic downturn.

But, she said, 22 new carriers have started service in the last five years and forecasts are for a continuing economic recovery for the passenger air carriers.

The Secretary made these other points:

Since partial deregulation of the trucking industry in 1980, the number of firms in business has grown from 18,000 to 33,000 today; established carriers have become more efficient and innovative; new services have been introduced, and shipper rates lowered. To further help the industry, she pointed to a bill DOT sent to Congress earlier this week calling for a working group to make recommendations for greater uniformity in truck taxing and registration procedures.

Railroads have rebounded from becoming an "economic basket case" to a viable industry because of deregulation, with shippers and carriers able to enter contracts reflecting rates and services in a competitive marketplace. There is still a need for some degree of railroad regulation in areas such as captive shippers, subject to the possibilities of abuse of market power.

The bus industry has seen a huge increase in applications for operating authority in the year since deregulation, with more than 2,000 filed. This compares to a prior average of only about 190 applications each year. Operation of small buses and vans by companies has brought improved service to some rural areas.

Dole said that to complete the transportation deregulation pattern, maritime reform is needed and that the Congress is close to agreement on this issue.

"Today, all of our transportation industries — air, rail, truck, bus and water — are drawing new energy from competition," the Secretary said. "Those who would succeed must put aside the old ways of thinking and acting. The consumers will now decide who is efficient and who is not. They are no longer merely along for the ride. They are driving the train."

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U.S. Department of
Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, November 22, 1983

DOT 100-83
Contact: Mari Maseng
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John Leyden
Tel.: (202) 426-8521

FAA PROPOSES AIR TRAFFIC RULES FOR SUMMER OLYMPIC GAMES

Secretary of Transportation Elizabeth Hanford Dole today said the Federal Aviation Administration this week will issue a Notice of Proposed Rulemaking to provide for the safe and orderly movement of the anticipated heavy increase in air traffic in the Los Angeles area during the Olympic Games next summer.

The key element in the proposal would be establishment of two airport reservation systems to regulate the flow of traffic at seven airports in Southern California for the period of July 14-August 26.

"The Olympics are important to America, and many thousands of the more than half-million spectators expected for these Games will be arriving by air," Dole said. "We want to be sure there is maximum safety for the air traffic and a minimum of inconvenience to those coming to this international event. This plan is intended to achieve that goal."

The seven airports where the proposed reservation system would apply are: Los Angeles International (LAX), Burbank-Glendale-Pasadena, Long Beach Municipal, Ontario International, San Diego International, Santa Ana (John Wayne-Orange County), and Las Vegas (McCarran Field). Other airports may be added if necessary.

In addition, there would be certain special requirements applied to operations in the Los Angeles Olympic Area, which includes all of the airspace within an 80 nautical mile radius of Los Angeles International Airport. For example, pilots would be required to file flight plans in advance for operations at the seven reservation airports. Pilots will also be prohibited from filing airborne flight plans in the Olympic Area except in emergencies and other special circumstances.

- more -

Other provisions in the notice of proposed rulemaking cover security requirements. Among other measures, FAA proposes to establish a toll-free Olympic Security Service telephone to provide pilots and operators information on security procedures and requirements.

One advanced reservation system that would be required by the FAA proposal would service all scheduled airline and commercial operations at the seven airports. It is patterned after the slot allocation system implemented at major U.S. airports after the 1981 air traffic controllers' strike.

The second reservation system would handle unscheduled operations such as charter flights and private aircraft. Reservations would be accepted and approved on a first-come, first-served basis, but could not be submitted more than 14 days in advance of a planned flight.

Foreign airlines would be asked to notify FAA of all planned flights to the designated reservation airports at least 30 days prior to departure.

FAA will hold a public hearing on the proposed Special Federal Aviation Regulation December 14 at the Marriott Hotel, 5855 West Century Blvd., Los Angeles. Persons who wish to make an oral presentation or desiring additional information should contact Gene Falsetti, AAT-235, 800 Independence Ave., S.W., Washington, D.C. 20591. The phone number is (202) 426-8783.

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U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE AT 4:00 P.M. MONDAY
November 28, 1983

DOT 101-83
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 Wilbur Martin
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MARI MASENG SWORN IN AS DOT ASSISTANT SECRETARY FOR PUBLIC AFFAIRS

Secretary Elizabeth Hanford Dole today swore in Mari Maseng as Assistant Secretary of Transportation for Public Affairs.

Maseng, a former speechwriter for President Ronald Reagan during the past two and one-half years, has been serving as Director of the Office of Public Affairs of the Department of Transportation since September.

"Mari brings to this important position the background and skills needed to communicate the many important issues and programs facing the Department of Transportation," Secretary Dole said. "I am delighted she is joining my executive management team."

Maseng is a former reporter with the Charleston, S.C., Evening Post.

Prior to joining the White House staff in 1980, she served as special assistant to the chairman for media planning of the Reagan-Bush campaign. Earlier she had been staff director of the Dole for President Committee during the campaign for Sen. Robert Dole (R-Kans).

Maseng left her position reporting local government affairs for the Charleston Evening Post to be Press Secretary to Sen. Strom Thurmond during his re-election campaign to the U.S. Senate in 1978.

She is a graduate of the University of South Carolina with a degree in journalism.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE 12:00 NOON
Monday, December 5, 1983

DOT 105-83
Contact: Mari Maseng
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Ed O'Hara
Tel.: (202) 426-4321

DOT OFFERS PROPOSAL ON NATIONAL AIRPORT PASSENGER CEILING

The Department of Transportation today offered for discussion a proposal to reduce the annual passenger ceiling at Washington National Airport to 14.8 million—as it proposed last April—but to base its calculations on actual passenger counts rather than forecasts of future traffic levels.

The proposal would also allow the airlines operating at National some flexibility to vary from the current hourly slot limitation.

A DOT working group formed by Secretary of Transportation Elizabeth Hanford Dole has met with air carriers, community groups and other interested parties to discuss changes in the Metropolitan Washington Airports Policy.

Last April, Secretary Dole proposed lowering the annual passenger ceiling at National from 16 million to 14.8 million or higher, depending on future traffic forecasts.

Congress, in passing the Department of Transportation appropriations bill last August, directed the Department to consult with the interested parties on the passenger ceiling proposal and the manner in which passengers are counted at National.

Passenger Counts. Under the proposal, the Federal Aviation Administration each month would determine the level of passenger traffic for the most recent 12-month period. When a year-to-date count exceeds the passenger cap, carriers at National would be given eight weeks to make slot reductions. Under the existing policy, carrier operations would be reduced based on the January forecast for the 12 months beginning the following April.

Slot Reduction Method. To prepare for reductions when traffic reaches the cap, a random draw would be held to select 60 air carrier slots (four per hour during controlled hours) to be "tagged" for possible future withdrawal. Carriers would continue using the slots until such time as the traffic exceeds the cap.

Flexibility in Hourly Limits. The current daily limitation of 555 air carrier operations (takeoffs and landings) during the controlled hours of 7 a.m. to 10 p.m. would be retained. But carriers would be permitted to exceed the current limit of 37 operations per hour. The carriers could schedule up to 43 operations in any hour so long as there are not more than 80 operations for any two consecutive hours.

Use or Lose Rule. If an air carrier does not use a slot for five-sevenths or more of the days in two consecutive calendar months, the slot would be withdrawn and made available for a new entrant at National.

New Entrants. New entrants would be able to obtain slots when they are made available as a result of withdrawal of service at National or when another carrier loses slots under the use-or-lose provision. Such slots would be made available on a lottery basis.

After discussions with the interested parties, the Department will make any appropriate changes in the proposal and publish it as a Notice of Proposed Rulemaking for public comment.

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**U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
December 7, 1983

DOT 103-83
Contact: Mari Maseng
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 Wilbur Martin
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SECRETARY DOLE NOTES DOT INSPECTOR GENERAL AUDITS BRING \$342 MILLION IN SAVINGS

Secretary of Transportation Elizabeth Hanford Dole has transmitted to Congress the semiannual report of DOT's Inspector General and noted \$342 million had been saved as a result of the IG's audit efforts.

During the six month period ending Sept. 30, DOT's Inspector General issued 1,059 audit reports.

"We have saved the American taxpayer \$342 million through the audit process at DOT," Dole said, adding, "and we're finding new ways to streamline our procurements to save more money in the year ahead."

For example, an audit recommended the Coast Guard change its procedures for acquiring a radar system on Search and Rescue helicopters. This will result in a savings of about \$6 million.

The report said investigations of highway contract bid-rigging were active in 38 states. During the six month period covered in the report, there were 54 indictments, 41 convictions, 12.3 years in sentences and \$7.6 million in fines as a result of investigations.

Joseph P. Welsch, the DOT Inspector General, said that major IG activities included management advisory services to the Department; increased use of computers by auditors and investigators and emphasis on techniques to prevent waste, fraud and abuse in Department procedures.

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U.S. Department of
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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
December 8, 1983

DOT 107-83
Contact: Mari Maseng
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Ed O'Hara
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JEFFREY SHANE NAMED DEPUTY ASSISTANT SECRETARY FOR POLICY

Jeffrey N. Shane, Assistant General Counsel for International Law since 1979, has been appointed Deputy Assistant Secretary for Policy and International Affairs, Secretary of Transportation Elizabeth Hanford Dole said today.

Secretary Dole also said Shane will serve as Counsellor to the Secretary for Environmental Affairs and announced the formation of a high-level environmental steering group.

Secretary Dole said, "Jeff Shane's broad experience in international and environmental activities, both in and outside the Department, make him uniquely qualified for his new responsibilities."

"I have created the steering group to formulate broad new efforts to improve the environmental quality of the Department of Transportation's activities. Sound environmental planning will be emphasized in all that we do," she said.

As Deputy Assistant Secretary, Shane will also participate in the development of U.S. domestic and international transportation policy. He will devote particular attention to the nation's international aviation and shipping policies, and to the commercialization of space launch activities.

While serving as Assistant General Counsel for International Law, he concentrated on international aviation and shipping policy. He represented DOT in numerous bilateral and multilateral negotiations and before the Civil Aeronautics Board, the Federal Maritime Commission and the Interstate Commerce Commission.

- more -

From 1975 to 1978, Shane served in Bangkok, Thailand, as a member of the United Nations Task Force on the Human Environment, advising the governments of several Asian countries on legal aspects of environmental and natural resource management.

Shane later returned to the United States, serving as a consultant to the United Nations and to the U.S. government on environmental management issues in developing countries.

Shane has been with DOT for a total of eight years. In an earlier assignment in 1968-72, he served first as a trial attorney and later as Special Assistant to the General Counsel. He left the government in 1972 to spend a year backpacking through parts of Africa and Europe.

On his return, he became a consultant to the Environmental Law Institute, Washington, D.C., where he participated in several major studies of environmental legislation.

Shane served with the legal staff of the Federal Power Commission from 1966 to 1968. Before joining the FPC, he worked briefly as a legislative analyst for Xerox Corporation in New York.

A native of New York City, he is a graduate of Princeton University, where he received a bachelor's degree in 1962, and of Columbia University Law School in 1965. Shane resides in Washington, D.C.

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News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
December 15, 1983

DOT 108-83
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Eric L. Bolton
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SECRETARY DOLE ALLOCATES \$14.2 MILLION FOR MINORITY HIGHWAY JOB TRAINING AND DISADVANTAGED BUSINESS PROGRAMS

Secretary of Transportation Elizabeth Hanford Dole has announced the allocation of \$14.2 million to help fund a nationwide program of job training and business development for minority construction workers and disadvantaged highway contractors.

The FY 1984 funds were distributed to the states under the Federal Highway Administration's "Supportive Services" program to aid state-run training to teach construction labor skills to minorities, women, and economically disadvantaged individuals. The funds will also help disadvantaged businesses to participate more fully in highway construction projects.

"These training funds underscore the Department of Transportation's firm commitment to expand contract and employment opportunities for economically disadvantaged Americans in all aspects of the highway building industry," Dole said.

Approximately \$9.2 million of the \$14.2 million allocation for 1984 will be available to states for educating disadvantaged contractors in business management techniques, as well as assisting firms in becoming more competitive in bidding for Federal-aid highway contracts. The 1984 allocation is 87 percent higher than the 1983 allocation of \$4.9 million, and will help disadvantaged businesses to eventually become self-sufficient.

The remaining \$5 million will provide on-the-job training for highway construction workers. The state-run programs will include training in highway construction jobs and skills improvement.

The on-the-job training support program began in 1972. Since then, approximately \$65 million has been allocated to the states for worker training. The business training program for disadvantaged contractors began in 1976, and nearly \$38 million has been allocated to the states under this program to date.

DISTRIBUTION BY STATE OF FY 1984 DISADVANTAGED BUSINESS
ENTERPRISE SUPPORTIVE SERVICES FUNDS

<u>STATE</u>	<u>EMPLOYEE/ON-THE-JOB TRAINING FUNDS</u>	<u>CONTRACTOR TRAINING FUNDS</u>	<u>TOTAL 1984 STATE FUNDS</u>
ALABAMA	\$40,000	\$226,000	\$266,000
ALASKA	70,000	200,000	270,000
ARIZONA	52,144	180,144	232,288
ARKANSAS	70,000	200,000	270,000
CALIFORNIA	500,000	450,000	950,000
COLORADO	65,568	106,568	172,136
CONNECTICUT	73,000	175,000	248,000
DELAWARE	60,000	60,000	120,000
DIST. OF COL.	70,000	230,000	300,000
FLORIDA	175,000	300,000	475,000
GEORGIA	40,000	450,000	490,000
HAWAII	70,000	100,000	170,000
IDAHO	35,000	196,000	231,000
ILLINOIS	215,000	450,000	665,000
INDIANA	71,000	400,000	471,000
IOWA	67,000	133,000	200,000
KANSAS	60,000	60,000	120,000
KENTUCKY	30,000	120,000	150,000
LOUISIANA	134,000	220,000	354,000
MAINE	70,000	122,000	192,000
MARYLAND	116,000	125,400	241,400
MASSACHUSETTS	70,000	300,000	370,000
MICHIGAN	100,000	70,000	170,000
MINNESOTA	62,000	0	62,000
MISSISSIPPI	74,000	90,000	164,000
MISSOURI	60,000	76,000	136,000
MONTANA	70,000	126,700	196,700
NEBRASKA	30,000	120,000	150,000
NEVADA	60,000	125,000	185,000
NEW HAMPSHIRE	70,000	75,000	145,000
NEW JERSEY	130,000	150,000	280,000
NEW MEXICO	58,410	108,410	166,820
NEW YORK	371,000	450,000	821,000
NORTH CAROLINA	98,000	200,000	298,000
NORTH DAKOTA	60,000	106,000	166,000
OHIO	143,000	450,000	593,000
OKLAHOMA	70,000	75,000	145,000
OREGON	70,000	100,000	170,000
PENNSYLVANIA	125,000	300,000	425,000
RHODE ISLAND	60,000	70,000	130,000
SOUTH CAROLINA	81,000	70,000	151,000
SOUTH DAKOTA	60,000	80,000	140,000
TENNESSEE	0	200,000	200,000
TEXAS	350,000	350,000	700,000
UTAH	67,212	63,212	130,424
VERMONT	70,000	70,000	140,000
VIRGINIA	125,000	150,000	275,000
WASHINGTON	86,000	250,000	336,000
WEST VIRGINIA	60,000	70,000	130,000
WISCONSIN	70,000	332,000	402,000
WYOMING	60,000	60,000	120,000
PUERTO RICO	60,000	60,000	120,000
TOTAL :	\$4,954,334	\$9,251,434	\$14,205,768