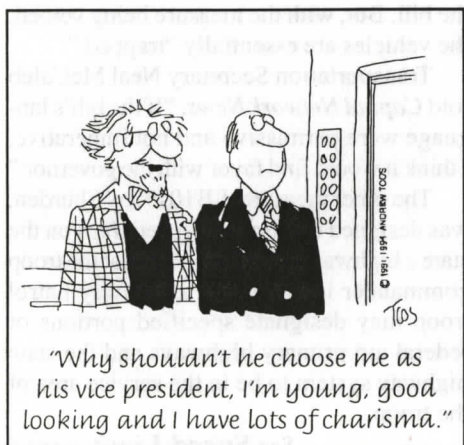


kets, the additional involvement of private business in the MAPS project, the expansion of Tinker Air Force Base and a management plan to move Oklahoma City economically forward. This was coupled with letters of intent from businesses pledging their commitment to better utilize American's services.

The new jet service flight schedule will begin August 1, with American initially offering three round-trip flights each day, using its 97-seat Fokker F-100 jets. Later, on September 4, the airline will add two more round-trips, making a total of five round-trip flights a day between Oklahoma City and Dallas-Fort Worth.

Williams explained that American Eagle will continue to serve the route with 16 round-trips to Dallas. However, he said that initial plans call for that number to be reduced as jets are re-introduced on the route. Under that scenario, Eagle would fly 13 round-trips effective August 1, and 11 effective September 4.

In addition to reinstating jet service, American will provide 200 round-trip tickets to Denver for families of the Oklahoma City bombing to attend the upcoming trial. "This is something American and American Eagle employees told us they wanted to do for the families of the victims," Williams said. "We are more than happy to make it happen. It is our way of supporting the families during what will likely be a difficult time."



By Shawn Ashley
Staff Writer

HB2403, by Rep. Dwayne Steidley, D-Claremore, modifying deposits to the Attorney General's Revolving Fund and to the Attorney General's Evidence Fund, received a passing vote of 99-0 with an emergency clause after the adoption of the measure's conference committee report.

HB2414 received a 100-0 passing vote with an emergency clause following the adoption of its conference committee report. The bill, by Rep. Bill Mitchell, D-Lindsay, prohibits the transportation of oversize farm equipment by trailer on any highway during the hours of darkness.

HB2975, prohibiting the requirement for filing paternity affidavits when consent for adoption has been given, by Rep. Russ Roach, D-Tulsa, received a passing vote of 92-0 with an emergency clause following adoption of its conference committee report.

HJR1101, by Rep. Larry Adair, D-Stilwell, relating to, disapproving and directing the adoption of certain rules of the Department of Mental Health and Substance Abuse Services, received a passing vote of 93-5 after the House accepted the measure's conference committee substitute by unani-

HR1069, by Rep. Glen Johnson, D-Claremore, was adopted by unanimous consent. The resolution declares May "Older Oklahomans Month."

SB1053, by Rep. Mark Seikel, D-Harrah, also received a passing vote of 97-2 after the adoption of its emergency clause. The measure deletes all confidentiality and sealing requirements related to juvenile records.

SB1207, also by Rep. Seikel, authorizing the Department of Human Services to give consent for medical examinations and tests and the release of test results to placement providers, received a passing vote of 99-1 after the adoption of its conference committee report.

Without debate, the House adopted the conference committee report for and gave a 77-20 passing vote to **SB1303**, by Rep. Sean Voskuhl, D-Marshall, modifying the membership of the Advisory Committee on Medical Care for Public Assistance Recipients.

SCR39, thanking the US Olympic Committee for honoring the memory of Jim Thorpe, was also adopted by unanimous consent.

By unanimous consent, also, conference committee reports for the following **House measures** were rejected and further conference requested and granted: **1166, 1672, 2193 and 2964.**

Though Keating said he was opposed to speed traps, the bill removed local law enforcement control.

"Speed traps are definitely bad for business, development and tourism, but I have problems with the way the bill was drafted," he said. "The bill creates pockets of the state which would be abandoned by local law enforcement due to lack of authority. I feel this is an issue of local control."

A meeting with Shurden and the governor has been scheduled for Monday to discuss alternative language. Shurden said he would consider giving the commissioner of public safety the authority to designate where the Oklahoma Highway Patrol would have jurisdiction over state highways.

In a move Tuesday, Stipe was successful in sending SB685 back to conference committee with instructions to change the bill's interstate speed limit to 75 mph. Thursday, however, he removed those instructions.

though the bill is still in conference.

McCaleb said, referring to a letter sent to Leftwich from Dr. Alan Soltani, ODOT chief traffic engineer, that he supports the 75 mph limit on rural highways, but not in the metropolitan areas or on four-lane highways.

The letter states that, nationally, speed limits are set based on the 85th percentile speed, representing the percentage of people driving below a certain speed.

"In Oklahoma," McCaleb said, quoting the letter, "the 85th percentile speed for rural interstate highways, posted 65 mph, was 75 mph and for urban interstates, posted 55 mph, this figure was reduced to 68 mph."

Soltani further states in his letter, "...that while 75 mph speed may be warranted in some locations (e.g., rural interstate highways), a 75 mph statewide maximum speed limit for all highways is not advisable."

Leftwich said his bill will likely be addressed by lawmakers next week.