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THE WHITE HOUSE
WASHINGTON

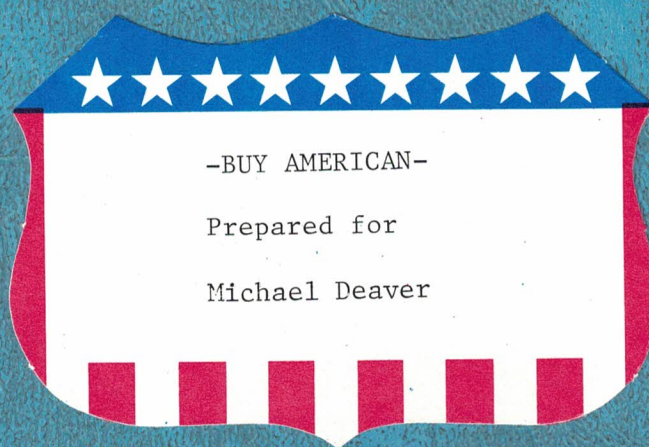
TO:

Tim Carney

FROM:

MICHAEL K. DEAVER
Assistant to the President
Deputy Chief of Staff

- ☒ Information
☐ Action





STEEL CORPORATION OF AMERICA

October 26, 1983

Mr. Michael K. Deaver
Deputy Chief of Staff and Assistant to the President
The White House Office
1600 Pennsylvania Avenue NW.
Washington, D.C. 20500

Dear Mr. Deaver:

This booklet contains the documentation of an interesting effort in Americanism.

People often wonder if the letters they write to their government officials have an impact. Here is one example, the **"Buy American Steel"** effort, which proves that your voice, your vote, can and does make a difference.

If time constraints interfere with the reading of this entire booklet, I strongly urge that you, at the very least, read the Commentary, the letter to the Governor, (in Section 1) and the Epilogue (Section 6).

Sincerely yours,

STEEL CORPORATION OF AMERICA

Dr. Ken Lipke
Chairman

COMMENTARY

Comments by Dr. Ken Lipke, Chairman, Steel Corporation of America
Re New York Times article by Ari L. Goldman, Tuesday, August 30, 1983

The "surprise" resignation of Richard Ravitch, Chairman of the MTA following an unpublicized meeting with Governor Cuomo climaxes a controversy that has focused national attention on the steel industry and a national issue of major magnitude: **"Buy American"**.

What prompted the Governor's and Ravitch's action is not fully known. However, while the activity documented in this booklet may not have been the only factor involved, it certainly helped to focus attention upon the overall situation.

The same letter that was sent to Governor Cuomo on July 18, 1983 was sent to 398 others including all State Senators and Assemblymen. It set into motion numerous direct and indirect actions as described in the documents attached. More are coming in daily.

The intent of the effort was not to harm the man, Richard Ravitch, who from all indications is a fine person. It however was directed at the "symbol" he had allowed himself to become. The "Symbol of flagrant defiance." Defiance of the wishes of the people as expressed by the elected representatives of the people.

The actions of the Governor, various Senators, Assemblymen and many others; citizens, press, TV ...resulted in this resignation. There was a dangerous precedent that could have been established had not this resignation occurred.

Contrastingly the resignation seems to prove once again that the "Voice of the People" can be heard and that we the people "can fight City Hall".



STEEL CORPORATION OF AMERICA

July 18, 1983

The Honorable Mario M. Cuomo
Governor of New York State
State Capitol
Albany, NY 12224

Dear Governor Cuomo:

Your efforts to establish an effective "Buy American Steel" policy for New York State are to be commended, however such efforts become nothing more than an academic gyration when a state-related entity such as the Metropolitan Transportation Authority decides to purchase \$53,000,000 worth of Korean steel for the Throgs Neck Bridge (see attached article).

On Thursday, July 14, 1983 you signed legislation which extended the state's "Buy American Steel" policy to include contracts undertaken by public authorities. The ink had barely dried on that signing when Richard Ravitch, Chairman of the Metropolitan Transportation Authority, recommended to his board that the Authority purchase Korean steel for their bridge renewal project. Apparently Mr. Ravitch has adopted neither the spirit nor the intent, of the state's "Buy American Steel" policy, nor has he considered all the ramifications that his actions will have on the State of New York. It is short-sighted thinking such as this which has contributed immensely to the deterioration of one of our most vital industries. How much will Mr. Ravitch save by buying foreign steel in the future when Korea, or any other government-owned or subsidized steel producer, is no longer challenged by viable domestic competition here in the United States. At that point Mr. Ravitch will no doubt be compelled to pay a substantial premium for his steel requirements, if in fact the steel is available on a timely basis.

Even if we set aside long-range considerations, the State of New York has much to lose on a short-range basis each time large steel purchases are directed to foreign sources, including, (1) lost tax revenues, (2) increased expenditures for unemployment and re-training allowances, as well as, (3) job creation costs for attracting new industries and jobs to replace those lost to subsidized foreign producers. With respect to the Throgs Neck Bridge project, the savings on the purchase price of the steel would have to be in excess of 28%, or \$15,000,000, in order to compensate for the loss in revenue and additional expenses to the State of New York.

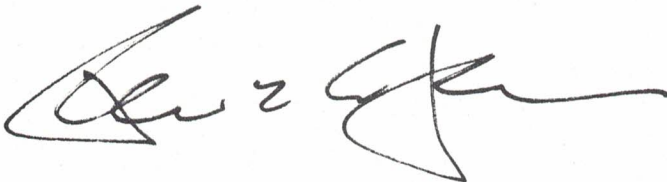
Mr. Ravitch, and all heads of state agencies and authorities, must realize that you can't have your cake and eat it too. You can't buy cheap subsidized foreign steel and still have a strong domestic steel industry and a healthy state economy. And any agency head or authority chairman, including Mr. Ravitch, who has not learned this most fundamental lesson by now should be replaced by people who have. To do anything less would be to have a "Buy American Steel" policy which is nothing but a charade.

Because of the extreme importance of this matter, I am seeking your support, and the support of all elected officials, in demanding the resignation of Mr. Ravitch as Chairman of the Metropolitan Transportation Authority. If he were to continue in his present position, a most unfortunate precedent would be established which would make any "Buy American Steel" policy totally ineffective.

I am most anxious to hear your thoughts on this very important issue.

Sincerely,

STEEL CORPORATION OF AMERICA

A handwritten signature in dark ink, appearing to read "Ken Lipke", with a stylized flourish at the end.

Dr. Ken Lipke
Chairman

SMW

Buy American-Steel, Public Authorities Told

United Press International

ALBANY — New York State's "Buy-American-Steel" policy applies now to purchases made by public authorities as well as to products bought by state agencies.

Gov. Cuomo signed the measure into law Thursday, saying, "Enactment of this legislation will emphasize the state's efforts to assist the domestic steel industry." It was sponsored by Assemblyman Vincent Graber, D-West Seneca.

The law is of special significance in the wake of an announcement by Bethlehem Steel Corp. that it would shut down steelmaking at its Lackawanna plant later this year, putting nearly 7,500 people out of work.

In May, Gov. Cuomo made permanent a law first passed in 1981 that establishes a preference for American-made steel in any construction contracts undertaken by state agencies. Thursday's signing extended that policy to contracts undertaken by public authorities, which contract for millions of dollars in construction yearly.

Both laws stipulate that domestic steel should be used on contracts valued at \$100,000 or more, unless agency or authority officials deem the preference would result in unreasonable costs, or not be in the general public interest.

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bills that:

✓ **Farm Values**—Require local assessors to notify, on Jan. 1, 1984, farmers applying for special property tax exemptions of the values placed on the "agricultural" and "non-agricultural" portions of the farm property by Jan. 1, 1984.

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The Buffalo News/Sunday, July 17, 1983

Korean Steel for Bridge OK'd

NEW YORK (AP) — The board of the Metropolitan Transportation Authority has voted to buy \$53 million worth of Korean steel for renewing the deck that supports the roadway on the Throgs Neck Bridge.

The weekend action followed the recommendation of chairman Rich-

ard Ravitch, who noted that public authorities are exempt from "buy-American" legislation when it would result in unreasonable costs.

Mr. Ravitch said the authority will save \$3.5 million by awarding the steel contract to a South Korean firm. The left-over money will be used for other capital projects.

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SECTION 1

BACKGROUND

FACTS ABOUT "BUY AMERICAN" AND JOBS IN NEW YORK STATE

An important Buy American proposal is being considered by the New York State Legislature. If enacted into law, this bill could provide 108,000 man-hours of work for steelworkers at Bethlehem Steel's Lackawanna operations, and support 216,000 man-hours of work in the Niagara Frontier area. A total of 324,000 man-hours of work. In addition, this legislation would, in general, enhance the viability of Bethlehem's Lackawanna facilities.

More Than 300,000 Tons

State public authorities in New York State use a lot of steel. Their capital projects alone will consume 315,000 tons of steel (including 45,000 tons of galvanized) in fiscal year 1983-84 that will be subject to domestic preference if S.1368-A/A.1589-A becomes law.

Imports A Big Factor

Imported steel can and does enter New York State through several Great Lakes-Canadian Border and Atlantic Coast ports. This high degree of exposure makes the Empire State vulnerable to an import-penetration rate well above the national average. It has been estimated that while imports will account for about 20% of steel consumption in the United States this year, the figure for New York State will be half again as great at 30%. It is estimated that without the enactment of this Buy American proposal (S.1368-A/A.1589-A), foreign steel will account for 30% of the 315,000 tons of steel that will be used in the capital projects of State public authorities.

Jobs At Lackawanna

As a result of their location in New York State, Bethlehem's Lackawanna operations would have a reasonable chance to replace all of the foreign galvanized steel tonnage displaced through the enactment of this Buy American proposal. This means that enactment of S.1368-A/A.1589-A could provide Bethlehem's Lackawanna facilities with a much-needed opportunity: to produce 13,500 tons (30% of 45,000 tons) of galvanized sheet and galvanized products that otherwise would come from foreign suppliers.

If the Lackawanna facilities were to produce an additional 13,500 tons of galvanized sheet and products, this would provide 108,000 man-hours of work. Through the beneficial impact on the facilities' local suppliers and the economic activity flowing from the spending of steelworker wages, an additional 216,000 man-hours of work would be supported in the Niagara Frontier area. That's a total of 324,000 man-hours of work that could be sustained by enactment of S.1368-A/A.1589-A. Beyond that, this legislation would enhance the general viability of Bethlehem's Lackawanna operations.

The Throgs Neck Bridge: A Case in Point

The Triborough Bridge and Tunnel Authority is having the decking of the Throgs Neck Bridge replaced. This project will utilize approximately 15,000 tons of steel, including 4,028 tons of "orthotropic rib sections."

Bethlehem's Lackawanna operations can produce orthotropic rib sections. And if the contractor for the redecking project were to purchase the 4,028 tons of orthotropic rib sections from Bethlehem, that order would provide 12,500 man-hours of work at the Lackawanna facilities. This, in turn, would support an additional 25,000 man-hours of work in the Niagara Frontier area, for a total of 37,500 man-hours of work.

~~"The British Are Coming."~~ ~~The British Are Coming."~~ THE AMERICANS ARE COMING BACK!

R.I.S.E.

REVIVAL IN STEEL EMPLOYMENT

Advisory Board

Sponsored by
concerned citizens to continue
steelmaking in Western New York

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ALTON WHEELER
WILLIAM PACKINGHAM
ROBERT WHEELER
ARTHUR CANTIL
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MR. & MRS. CASIMER KAWALEK
RONALD DANIELEWICZ
MR. & MRS. ZBIGNIEW SOLECKI
LECH SOLECKI
MARGARET SOLECKI

In a spectacular ad in the Buffalo News of May 19, a national union called attention to the fact that U.S. Steel was proposing to import 30 million tons of British steel rather than updating their basic steelmaking facilities. R.I.S.E.

JOINS WITH ALL STEEL AND OTHER UNIONS IN opposing this policy and would like to make the following statement to the citizens of Western New York.

A TIME TO HONOR

As we come next week to the day we honor those who have given their lives in the defense of America, we the citizens of this great industrial area also honor those men who have manned the great steelmaking facilities, and produced the steel that was the basic material that won two great world wars.

A TIME TO REFLECT

As we talk about stockpiling atomic weapons and rebuilding our nation's defense systems, in order to keep America strong, and thus avert another war, we as a concerned citizens' committee seriously question the adequacy of our defense system if we at the same time close our basic steelmaking facilities. These facilities have been the backbone of our national strength. We cannot and will not be strong with only expendable weapons systems, without our major strength—basic steelmaking and heavy industry. Without these we will be vulnerable to any external enemy.

We commend those forces in Western New York in their attempts to save our steel plants. Whether those forces are labor, management, government, education, or business people, they are worthy of the support of this entire community for their tireless efforts.

We believe the cause is not lost, and that steelmaking can be saved in Western New York.

A TIME TO JOIN FORCES

We believe this would be possible if this community would rise up and be counted. We need thousands of people who will fight to keep these plants, thousands who will join together to write letter, to march on Albany, and on Washington, and to let this nation know that we are serious about saving our steelmaking facilities and our jobs.

Join us in writing your elected officials listed below

The Honorable Mayor James D. Griffin
Room 201 City Hall, Buffalo, NY 14202

The Honorable Edward J. Rutkowski
Erie County Executive
96 Franklin St., 16th Floor,
Buffalo, NY 14202

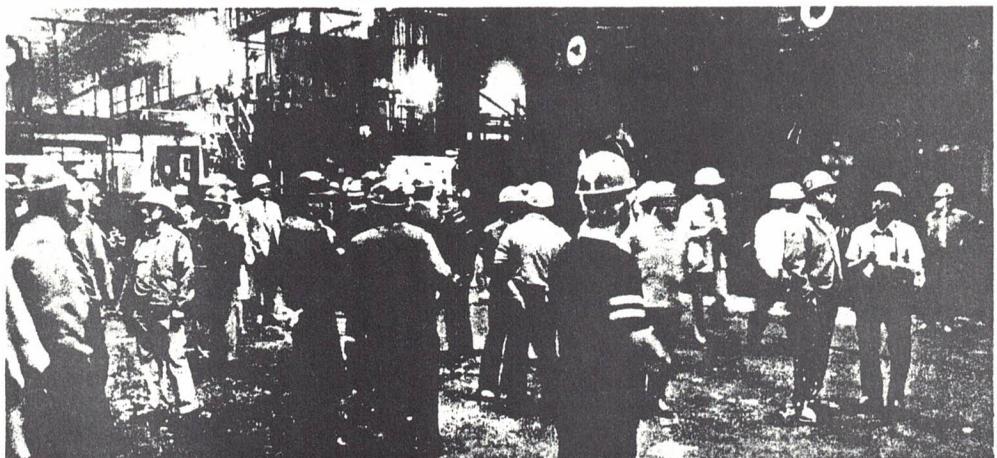
The Honorable Mayor Thomas E. Radich
714 Ridge Road, Lackawanna, NY 14218

The Honorable Henry J. Nowak, Congr.
1514 Longworth House Office Building
Washington, D.C. 20515

The Honorable Jack F. Kemp, Congr.
2235 Rayburn House Office Building
Washington, D.C. 20515

The Honorable John J. LaFalce, Congr.
2447 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Mario Cuomo
Governor of New York
State Capital, Albany, NY 12224



"Everything they've ever wanted depended on their being able to earn their own bread with dignity, as steel workers."

—Excerpts from Mario Cuomo's Diary entry, April 30

PHOTO BY ROBERT L. SMITH — BUFFALO NEWS

Public Journal

Inside story on Lipke-Bethlehem odyssey

Although Amherst steel executive Kenneth E. Lipke has aborted plans to purchase the Bethlehem Steel Corp.'s Lackawanna plant, an unpublicized, May 27, five-hour meeting between Dr. Lipke and State Commerce Commissioner William J. Donohue could well presage a partial Lipke takeover of the steelmaking facility.

One of the interesting behind the scenes stories attending Dr. Lipke's four-month odyssey to buy the Lackawanna plant has to do with the circumstances surrounding his May 27 session with Donohue, a former Roman Catholic priest and executive director of the Erie County Industrial Development Agency who was named by Gov. Mario M. Cuomo to the \$61,399-a-year state commissionership last Dec. 30.

After Bethlehem announced last December that it was closing most of its Lackawanna plant by the end of 1983 at a cost of 7,300 jobs, Dr. Lipke disclosed last Feb. 16 that he was resigning as chairman of Gibraltar Steel Corp. to devote full time to organizing a drive to purchase and save the Lackawanna plant at a cost of \$250-million. The stunning boldness of the Lipke proposal was greeted with a scoffing disbelief in many board rooms around Buffalo. It seemed to many like poking a dying frog

to get one more jump out of him. One of the skeptics was Donohue, who passed his skepticism along to Cuomo.

In the ensuing weeks, Dr. Lipke, sort of a bull-in-the-China-shop business executive with an unassailable determination and confidence, began tugging at the sleeves of state government to secure help. Not much happened.

Finally on May 25, Dr. Lipke, at the behest of associates, confronted Cuomo during a live telecast of Channel 7's "AM Buffalo" show. During a question and answer period, the steel executive nervously arose from his front row seat to complain to the governor that he had received no help from the state.

"I am the one possible ray of hope for this community to save steelmaking," he declared.

It was less than an exhilarating experience for the governor who has made the recession-ridden Buffalo area a top priority in his administration. After a brief but rather spirited TV exchange, Cuomo told Dr. Lipke to explain his Bethlehem plan to Donohue "so we can deal with the facts and not just empty aspirations."

An hour later, the phone rang at Gibraltar's plant on Walden Ave., Cheektowaga. It was the Commerce Dept. in Manhattan. Could Lipke meet



**RAY
HERMAN**

BEE'S
POLITICAL
COLUMNIST

with Donohue two days hence, May 27.

On the day in between, May 26, Lipke and Donohue appeared together on a TV panel. There was a distinct chill in the air. The thinking was that Donohue had been dragged into meeting with Lipke the following day.

On May 27, the chill was still very much in the air when the commerce commissioner walked in the front door at Gibraltar at 4 p.m. The meeting promised to have all the gaiety of a tax audit.

Donohue and Lipke retired to Lipke's office and were joined by Brian Lipke, who succeeded his father as chairman of Gibraltar, and Richard O'Brien, Gibraltar vice president.

Lipke discussed his Bethlehem takeover plan with Donohue at a level of detail heretofore only discussed with Bethlehem President Walter Williams and other Bethlehem officials. Donohue, a skeptic right up to the meeting, seemed impressed. The session ended on a friendly note.

Four days later on May 31, Lipke phoned Donohue.

"Bill, do you still feel the same way about the plan?" Lipke asked.

Donohue assured the steel executive that he did.

On June 9, the commerce commissioner said publicly, that on the basis of his May 27 meeting with Lipke, he was encouraged about preserving some of the steelmaking operations at the Lackawanna plant. Donohue added that his view of the Lipke plan had changed "180 degrees" on the basis of his close perusal of it. He said he and Lipke would be meeting again.

Five days later on June 14, Lipke announced that he was abandoning his plan for a takeover of the entire Lackawanna plant, but would pursue plans for a partial takeover.

Lipke subsequently confided to an associate that he had a "terrible credibility problem" up until Donohue's optimistic statement on June 9.

Part of Lipke's credibility problem stemmed from a Feb. 2 confidentiality agreement he signed with Bethlehem in which Lipke agreed not to publicly disclose details of his Bethlehem negotiations. Media queries about the Lipke plan had to be greeted with amiable vagueness.

However, it was the Lipke-Donohue meeting of May 27, triggered in part by the Lipke-Cuomo TV confrontation May 25, which could well pave the way for an eventual partial Lipke takeover of the Bethlehem Lackawanna plant. Such are

SECOND FRONT PAGE

Metro-Pennysaver & Community News

State Project May Use Foreign Steel

By Roberta Merkling

A State authority is currently preparing to okay a bid which would result in the purchase of foreign-made steel, a violation of the State's "Buy American" law, according to State Senator Walter Floss.

The 16,000 tons of steel needed to replace the deck of New York City's Throgs Neck Bridge could be produced at Bethlehem Steel's Lackawanna plant, the Senator said.

"I understand that Bethlehem has rolled this steel in the past, and in fact, recently bid on a project using this steel for the Golden Gate Bridge in California," he added.

Dr. Kenneth Lipke, who recently announced a scaled-down version of his takeover bid aimed at acquiring some parts of the 2½-mile-long plant, said the units he plans to acquire would not be able to produce the steel, but the Lackawanna plant could produce it up until the end of the year.

Senator Floss has asked Governor Mario Cuomo to intervene in the awarding of the contract to the low bidder, Karl Koch Erecting, Inc. of Cateret, New Jersey for \$32.9 million. The New Jersey firm will be using

Hyundai of Korea to fabricate and deliver the road deck panels for erection on the bridge which connects the Queens to the Bronx.

The requested intervention would primarily be on the basis that the awarding of the contract would be in violation of the New York State "Buy American" provisions requiring the use of domestic steel in State projects.

While Senator Floss received no direct response

to his two inquiries to the governor, Cuomo stated in a press conference on June 14 that he was aware of it and asked his staff to look into it immediately.

Other media, however, have reported that the governor concluded that "public authorities are not bound by present legal provisions giving preference to American-made steel in the awarding of State construction contracts."

Continued Inside

State Project May Use Foreign Steel

Cont. from 2nd Front Page

In response to this, Senator Floss asked Governor Cuomo to "prevail upon the Triborough Bridge Authority to delay awarding this contract pending action by the Assembly on a Senate approved Bill, which would require public authorities to use American-made steel in procurement and construction projects."

"The New York State law should be enforced," Dr. Lipke said in reference to the "Buy American" provisions. "Our government feels it can save a few dollars at the expense of its workers, but that cost is far greater than paying the higher price for American steel."

Senator Floss echoed Dr. Lipke's opinion. "If Bethlehem, indeed, can produce this steel, they should be given the opportunity.

The Throgs Neck Bridge is in New York State and we should use New York State businesses and employees."

While Dr. Lipke is opposed to government subsidizing of any industry, he said something must be done to give the American steel industry an equal chance to compete with the foreign steel industry.

"Foreign countries can't make the steel at a lower cost. Every other government subsidizes their steel industry so it can be made at a lower cost. We have to start realizing charity begins at home."

"How are we going to ever change the economic climate in New York State if there continues to be an insensitivity on the part of people in positions of authority in this State?" Senator Floss said.

THE BUFFALO NEWS

Thursday, July 7, 1983

Williams Asks Cuomo To Sign Steel Bill

Bethlehem Steel Corp. president Walter F. Williams Wednesday urged Gov. Cuomo to sign the so-called "Buy American Steel Bill," which would require New York State's public authorities to use domestically made steel on most construction projects.

Mr. Williams said the bill could especially benefit Bethlehem's galvanized steel finishing mill at Lackawanna, one of the two major facilities Bethlehem plans to keep in operation here after it discontinues basic steel production later this year.

Noting that New York's public authorities plan to consume about 300,000 tons of steel during the next fiscal year, Mr. Williams said about 45,000 of those tons would be galvanized steel of the type produced at Lackawanna.

"If you approve the bill ... galvanized steel produced at Lackawanna might capture a significant percentage of this important market and each ton of galvanized steel produced at Lackawanna will create employment for our steelworkers, our suppliers and the Niagara Frontier economy in general," Mr. Williams said.

Mr. Williams also said the galvanized plant could produce the 4,000 tons of ribbed steel sections needed for this year's scheduled re-decking of the Throgs Neck Bridge in New York City.

"If the ribbed steel sections for this one project were awarded to the Lackawanna plant, over 12,000 man-hours of work would be created," Mr. Williams said.

The bill must be approved or vetoed by Gov. Cuomo by Monday. It would require all state public authorities to award large steel contracts to U.S. suppliers unless the head of the authority decides the steel required is not available in sufficient quantity or quality or is priced unreasonably high.

A Bethlehem spokesman said passage of the bill and the success or failure of bids would have no bearing on the company's plans to shut down basic steelmaking operations at Lackawanna later this year.

Steel coil for the galvanizing mill will be provided from Bethlehem's plant in Burns Harbor, Ind. after the Lackawanna steelmaking facility closes.

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Bethlehem Steel Corporation

DISTRICT SALES OFFICE: ONE MARINE MIDLAND CENTER
MAIL: BOX 189

RICHARD D. SAWYER
MANAGER OF SALES
CHARLES J. CHASAR
ASSISTANT MANAGER OF SALES
DALE E. CUNNINGHAM
CONTRACTING MANAGER

BUFFALO, NY 14240



SYRACUSE SALES OFFICE
T. G. MEGAS
RESIDENT MANAGER
PHONE: 471-4333
AREA CODE 315

July 20, 1983

Dr. Kenneth E. Lipke
Chairman
Steel Corporation of America
2555 Walden Avenue
Buffalo, New York 14225

Dear Ken:

Governor Cuomo's signing of the New York State Buy-American Senate Bill 1368-A was accomplished last week. We appreciated your efforts to help persuade the governor to approve this legislation. We believe your discussions with Commerce Commissioner Donahue played an influential part in reaching the governor.

While we have been encouraged by the signing of this Bill, it is regrettable to report the Metropolitan Transit Authority on Friday, July 15th, awarded the Throgs Neck Bridge Project to Karl Koch Erecting who will furnish foreign (South Korean fabricator utilizing Japanese steel) material. We must continue to work together monitoring all future State Public Authorities procurement in an effort to avoid repetition of the MTA decision.

Again, please accept our thanks for your immediate attention to our mutual concern.

Very truly yours,

Chuck

Sales Manager

CJC:jad

cc: B E Davis - Bethlehem - 410 MT

THE BUFFALO NEWS

August 4, 1983

Bethlehem Seeking MTA Bridge Work

Bethlehem Steel Corp.'s Lackawanna plant, which is scheduled to be permanently closed this fall, may pick up some extra work if the state can divert a \$16 million order that now is headed overseas.

State Commerce Commissioner William Donohue is putting pressure on New York City's Metropolitan Transportation Authority to reverse its plans to buy Korean steel for repairs to the Throgs Neck Bridge in Manhattan.

Assemblyman William J. Larkin Jr., R-New Windsor, arranged a meeting Tuesday between Mr. Donohue, executives of the Bethlehem Steel Corp. and two downstate steel fabricators.

Under Mr. Donohue's plan, raw steel made in Lackawanna would be processed into bridge components by Steel Style Inc. of New Windsor and Quickway Metal Fabricators of Monticello.

Mr. Donohue's deal would provide the Lackawanna plant with an order for 15,000 tons of steel, and would create valuable work for 200 employees at the two steel fabricating firms.

Richard Ravitch, chairman of

the Metropolitan Transportation Authority, announced the foreign steel contract one day after Gov. Cuomo signed into law legislation requiring all state agencies and authorities to buy American products unless that action would result in "unreasonable cost."

Buying American would add \$3.5 million to the \$33 million that the MTA plans to spend on the Throgs Neck Bridge. The MTA rejected the additional cost as "unreasonable."

David Plotkin, president of Steel Style, said that while the Buy American option would cost more, it would pay back the suburban MTA service district residents who now pay more for MTA service than they receive.

Furthermore, he said, because his company and Quickway can produce wider bridge panels than those made by the foreign steel companies, the project could be completed quicker and with fewer traffic interruptions.

Buying American in this case also would help the devastated steel mill area of Buffalo, Mr. Plotkin said.

LANCASTER/DEPEW

AUGUST 4, 1983

Volker 'disappointed' by decision to use foreign steel for project

Sen. Dale Volker (R-C Depew), sponsor of the Senate version of the "Buy American" Steel law for state authorities recently said that "the Metropolitan Transportation Authority has given the legislature, the Governor, the steel workers and people of the state the brush-off."

His comment followed information that the MTA has agreed to a \$33 million

bridge renovation project that will use Korean and Japanese steel.

"The Throgs Neck Bridge roadway will be paved with good intentions, but foreign steel," he said, referring to MTA Ravitch's comment that American Steel would have raised the contract price by about \$3.5 million.

Volker added that he believed the MTA acted within the law.

2 Lawmakers Would Fire MTA Chief

By TOM BUCKHAM

Two Erie County legislators Friday urged Gov. Cuomo to remove the chairman of the New York Metropolitan Transportation Authority for purchasing foreign steel and other out-of-state materials and to instruct the MTA to "buy New York."

Ralph M. Mohr, R-Lancaster, and Thomas M. Reynolds, R-Springville, are up in arms over the authority's purchase of \$16 million of Korean steel to repair the Throgs Neck Bridge connecting the Bronx and Queens and the fact that the MTA's five-year, \$7.2 billion capital budget has no provision favoring New York State suppliers.

They demanded that the governor fire MTA Chairman Richard Ravitch for "gross insensitivity to the economic needs of New York State and its workers" and implement a plan to direct MTA capital spending toward in-state firms.

"We should make sure that if it's made in New York, buy it in New York," Mr. Mohr said at a press conference.

Pressing the attack, the legislators claimed the MTA regularly ignores New York State suppliers while shopping with state tax dollars. Among the allegations:

- ✓ Less than a fourth of the suppliers and equipment for a new bus depot on Staten Island were bought in-state and most of the contractors hired for the project were outsiders.

- ✓ The authority spent \$900,000 to buy hoists in Ohio and \$1.5 million for a bus radio system made in Illinois.

- ✓ Such common products as metal panels, garbage compactors, copper wire and steel piping are routinely bought out of state.

- ✓ Security and surveillance systems are being bought elsewhere although 29 New York firms produce similar equipment.

Mr. Reynolds and Mr. Mohr proposed a four-point "buy New York" plan for MTA spending that would include:

- ✓ Notification by the MTA of in-state firms when contracts are up for bid.

- ✓ Enactment by the State Legislature and governor of a "5 percent rule," letting the authority award contracts of more than \$10,000 to New York firms bidding within 5 percent of the lowest out-of-state bid.

- ✓ Establishing a minimum New York content for buses manufactured for the MTA and for major capital projects.

The MTA and Mr. Ravitch came under heavy criticism last year for buying 325 subway cars for \$274.4 million from a Japanese manufacturer.

THE BUFFALO NEWS

Founded October 11, 1880

Friday, August 12, 1983

EVERYBODY'S COLUMN

Foreign Steel Purchase Hurts State

What a shameful travesty has unfolded as the newly enacted "Buy American Steel" measure is totally ignored by the New York State Metropolitan Transportation Authority, whose board has voted to buy \$53 million worth of steel from a South Korean firm. Western New Yorkers are reeling from the crippling blow of Bethlehem Steel's shutdown, and one of our very own state authorities, in completing a capital construction project, has turned to a cheap subsidized foreign steel market. This action signals obvious disregard for the deteriorating effects this purchase imposes on our domestic steel industry.

I remain unconvinced that the dollar savings realized from the purchase of foreign steel could ever offset the tremendous negative economic impact it generates, particularly in terms of lost jobs, lost tax revenues and increased expenditures for unemployment insurance costs. I believe the decision of the MTA ought to be reversed, lest a dangerous precedent be set for other state agencies. This \$53 million steel purchase constitutes a destructive action that not only makes a mockery of our "Buy American Steel" policy, but also renders catastrophic effects on the economy and households of thousands of unemployed steelworkers in the state.

PATRICIA JAWOROWICZ
Councilman

Cheektowaga

Bethlehem Plant May Yet Get Pact For Bridge Steel

By ROBERT J. SUMMERS

There is still a possibility that Bethlehem Steel Corp.'s Lackawanna plant may get a \$2.1 million contract to supply steel for the controversial Throgs Neck Bridge redecking project, a Bethlehem spokesman said today.

Steel for the Throgs Neck Bridge project in New York City originally was set to be ordered from South Korea, but Bethlehem said it appears that the Metropolitan Transportation Authority, which owns the bridge, may reconsider and buy American-made steel, according to Bruce Davis, Bethlehem's assistant vice president of public affairs.

Mr. Davis said an MTA attorney on Thursday told the contractor scheduled to do the bridge work not to order the South Korean steel until the contractor heard further from MTA, probably on Monday.

Mr. Davis said he thought the MTA's delay might indicate that Gov. Cuomo and State Commerce Commissioner William Donohue may be successful in persuading the MTA to change steel suppliers.

MTA chairman Richard Ravitch announced the foreign steel one day

after Gov. Cuomo signed a law requiring state agencies to buy American products unless that action would result in "unreasonable cost."

The difference between the Korean and American steel would be about \$3.5 million, the MTA said.

Were MTA to award the contract to Bethlehem, it would mean about three to four months of work at the company's specialty products shop in Lackawanna, Mr. Davis said.

Sources say the specialty products shop is about to be sold to another company, but Mr. Davis would not confirm or deny those reports.

He said that "regardless of who is the owner" of the shop, "the work would be done at the facility" and would employ about 100 people.

The specialty products operation, which makes guardrails, bridge decking and other products, is one of the Lackawanna facilities which Bethlehem plans to close later this year.

Sources say the most likely buyer of the operation is H.J. Williams Co. Inc., York, Pa. But neither Bethlehem nor Williams will confirm those reports.

THE BUFFALO NEWS

Founded October 11, 1880

EDWARD H. BUTLER, Founder 1880-1914

EDWARD H. BUTLER, JR., Publisher 1914-1956

JAMES H. RIGHTER, Publisher 1956-1971

MRS. EDWARD H. BUTLER, Publisher 1971-1974

HENRY Z. URBAN, Publisher 1974-1983

WARREN E. BUFFETT
Chairman

STANFORD LIPSEY
Publisher and President

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LEONARD W. HALPERT
Editorial Page Editor

MURRAY B. LIGHT
Editor and Vice President

FOSTER L. SPENCER
Managing Editor

Sunday, August 21, 1983

Page B-2

State Needs Ignored

The Metropolitan Transportation Authority in New York City recently awarded a bridge contract for 15,000 tons of steel to companies in South Korea and Japan. If the 4,000 tons of ribbed steel sections for the bridge were produced in Bethlehem Steel's Lackawanna plant, 12,000 man-hours of work would be created.

That is an indication of the benefits apparently lost through the award of the contract to foreign steel plants, although attempts are being made to reverse the decision. Ironically, the MTA made the decision just days after Gov. Cuomo signed into law the "Buy American" steel measure designed to provide help to Western New York's ailing steel industry, as well as domestic steel generally.

The new law provides that independent state authorities such as the MTA should give preference to domestic steel unless they decide that the preference would result in unreasonable costs or not be in the public interest. In making the decision, the MTA said the additional \$3.5 million cost on the project, the repair of the Throgs

Neck Bridge, would be "unreasonable."

But this narrowly based decision did not take into account the direct and indirect benefits that would accrue to domestic steelmakers in new jobs and to governments in increased taxes and reduced unemployment costs. The project could have been particularly important to Lackawanna, where 7,300 jobs are due to be lost permanently later this year with the end of basic steelmaking operations. Bethlehem's galvanizing steel finishing mill will continue in operation in Lackawanna, however, and the Throgs Neck project would have helped to keep this mill busy.

The new state measure, which is familiar to practices in other states and countries, is potentially highly significant, since public authorities in the state plan to use an estimated 300,000 tons of steel during the coming year. The undoubted benefits will be lost, however, if officials routinely characterize any extra costs as "unreasonable" and carry on with business as usual.

SECTION 2

NYS SENATORS' RESPONSES



MARY B. GOODHUE
SENATOR 37TH DISTRICT
CHAIRMAN
COMMITTEE ON CHILD CARE

THE SENATE
STATE OF NEW YORK

PLEASE REPLY TO:
☐ ROOM 803, LOB
ALBANY, NEW YORK 12247
518-455-3111
☒ DISTRICT OFFICE
226 EAST MAIN STREET
MT. KISCO, NEW YORK 10549
914-241-2541
☐ 720 WHITE PLAINS ROAD
SCARSDALE, NEW YORK 10583
914-723-1115

August 1, 1983

Dr. Ken Lipke, Chairman
Steel Corporation of America
P.O. Box 220
Buffalo, New York 14225

Dear Dr. Lipke:

Thank you for your letter of July 27, 1983 seeking my support in demanding the resignation of Richard Ravitch as Chairman of the MTA because of his failure to buy American steel for a bridge renewal project.

Unless Mr. Ravitch is in actual violation of the law, I see no reason for his resignation.

Very truly yours,

Mary B. Goodhue

MARY B. GOODHUE
Senator, 37th S.D.

MBG/jr



THE SENATE
STATE OF NEW YORK
ALBANY 12247

JOSEPH L. BRUNO
CHAIRMAN

STANDING COMMITTEE ON
CONSUMER PROTECTION
ROOM 814, LEGISLATIVE OFFICE BUILDING
455-2346

August 3, 1983

Dr. Ken Lipke, Chairman
Steel Corporation of America
P.O. Box 220
Buffalo, NY 14225

Dear Dr. Lipke:

Thank you for your letter of July 27 informing me of the Metropolitan Transportation Authority's failure to abide by New York State's "Buy American Steel" policy.

I agree completely and totally that Mr. Ravitch's decision to purchase foreign steel is a short-sighted and narrow view on how to get New York's economy back on a level and stable track. When the Legislature returns to Albany either in the fall or next January, I will discuss your request for Mr. Ravitch's resignation with my Senate colleagues.

If you have, or become aware of any other violations of this legislation by New York State agencies or public authorities I would appreciate your bringing them to my attention.

Sincerely,

A handwritten signature in dark ink, appearing to read "Joe Bruno".

Joseph L. Bruno

JLB/v



EMANUEL R. GOLD
DEPUTY MINORITY LEADER

THE SENATE
STATE OF NEW YORK
ALBANY 12247

August 4, 1983

Dr. Ken Lipke
c/o Steel Corporation of America
P. O. Box 220
Buffalo, New York 14225

Dear Dr. Lipke:

Thank you for your letter of July 27, 1983. I was indeed very disappointed that the MTA decided to buy steel outside the State of New York. I have been made aware of the problems in the Buffalo area concerning unemployment as a result of hearings held by Senator Bill Stachowski and Senator Anthony Masiello. I supported the law in the New York State Senate and believe it should be implemented to the greatest degree possible.

On the other hand, I believe that the State of New York is very fortunate to have a man of the calibre of Richard Ravitch running the MTA. I know for a fact that Mr. Ravitch reached out in many directions before making the final decision and that to some extent he received very little cooperation from others in government. He has a responsibility to the fare payers throughout the State, and whereas you or I might have come to a different conclusion as to the economics of the situation, I believe that Mr. Ravitch acted in good faith. Understand, I do not agree with his conclusion and I would have handled the situation differently. On the other hand, I think there is a difference between incompetence and dishonesty, and an honestly formed determination by someone in government life which I may not agree with it.

For these reasons, I will be glad to cooperate with you and others to see to it that in the future as much steel as possible made in New York is purchased by our own governmental authorities, but I cannot join in any effort aimed at the removal of Mr. Ravitch from the MTA.

Very truly yours,

A large, stylized handwritten signature in dark ink, appearing to read "Emanuel R. Gold".

Emanuel R. Gold

ERG/al



THE SENATE
STATE OF NEW YORK
ALBANY

NORMAN J. LEVY
8TH DISTRICT
CHAIRMAN
COMMITTEE ON TRANSPORTATION

PLEASE RESPOND
ALBANY OFFICE:
() ROOM 811
LEGISLATIVE OFFICE BUILDING
ALBANY, NEW YORK 12247
(518) 455-3341
DISTRICT OFFICE:
(X) 30 SOUTH OCEAN AVENUE
ROOM 305
FREEPORT, NEW YORK 11520
(516) 546-4100

August 9, 1983

Dr. Ken Lipke, Chairman
Steel Corporation of America
P.O. Box 220
Buffalo, New York 14225

Dear Dr. Lipke:

Thank you for your recent letter.

I have taken the liberty of forwarding a copy of your letter to Mr. Richard Ravitch, Chairman of the Metropolitan Transportation Authority.

Please be assured of my interest in this matter. As soon as I hear back from Mr. Ravitch, I will again be in touch with you.

Best wishes.

Sincerely,

NORMAN J. LEVY
Senator - 8th District

NJL:11



THE SENATE
STATE OF NEW YORK
ALBANY 12247

WARREN M. ANDERSON
PRESIDENT PRO TEM
—
MAJORITY LEADER

August 12, 1983

Dr. Ken Lipke
Chairman
Steel Corporation of America
P.O. Box 220
Buffalo, New York 14225

Dear Ken:

Thank you for your recent letter regarding the Metropolitan Transportation Authority's decision to buy foreign steel to rebuild the Throgs Neck Bridge roadway.

The recommendation by Chairman Richard Ravitch to his Board that the Authority purchase foreign steel at an estimated savings of approximately ten percent was obviously misguided. This decision clearly contravenes the intent of New York's recently enacted "Buy American Steel" policy. I believe, however, that in view of the substantial negative reaction to the MTA's action, future purchases of steel by State agencies and authorities will be made with this new law in mind.

Thank you for sharing your views with me on this important matter.

With warm personal regards, I am

Sincerely,

A handwritten signature in cursive script that reads "Warren Anderson".

WMA:ghw

SECTION 3

ASSEMBLYMEMBERS' RESPONSES



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

THOMAS F. CATAPANO
54th District

Room 553
Legislative Office Building
Albany, New York 12248
(518) 455-5821

3456 Fulton Street
Brooklyn, New York 11208
(212) 235-0220-1

COMMITTEES
Aging
Banks
Governmental Employees
Housing
Social Services

July 9, 1983

Dr. Ken Lipke, Chairman
Steel Corporation of America
P.O. Box 220
Buffalo, New York 14225

Dear Dr. Lipke,

Thank you for your letter of July 22nd, concerning
New York State's "Buy American Steel" policy.

I agree entirely with the context of your note and
have sent Mr. Ravitch a letter indicating my feelings on
the subject. I believe I made it very clear that from this
day on I will vote against any State projects that do not
give American steel preferential treatment in their bidding
process.

Again, thanks for the letter and know that I am 100%
supportive of this most important cause.

Sincerely,

Thomas F. Catapano
THOMAS F. CATAPANO

TFC/nvt



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

FRANCIS J. PORDUM
ASSEMBLYMAN 146TH DISTRICT

ROOM 652
LEGISLATIVE OFFICE BUILDING
ALBANY, N. Y. 12248
(518) 455-4462

3812 SOUTH PARK AVENUE
BLASDELL, N. Y. 14219
(716) 826-1878

COMMITTEES
AGRICULTURE
BANKING
INSURANCE
LABOR
TRANSPORTATION

July 28, 1983

Dr. Kenneth Lipke
Chairman
Steel Corporation of America
P.O. Box 220
Buffalo, NY 14225

Dear Dr. Lipke:

For years now, I have been as advocate of "Buy American" and "Buy New York State."

As a County Legislator and now as a New York State Assemblyman, I have been an outspoken advocate of saving local jobs by purchasing steel and other products from U.S. firms, and more importantly, from firms based in New York State.

I was the Prime Sponsor of Buy American Legislation, as it relates to the implementation of the State's portion of the Federal Surface Mass Transportation Act. I was the co-prime for the authorities Legislation that you point to in your letter.

I am extremely disappointed in Mr. Ravitch's decision to use Korean steel for the building of the Throgs Neck Bridge.

The pointed finger method is not going to help this situation. In my opinion, we need to enact restrictive legislation that will not give internationally based steel firms a competitive edge in the bidding practices of this country.

Thanks for your comment in this matter.

Sincerely yours,

FRANCIS J. PORDUM
ASSEMBLY 146th DISTRICT

FJP:kg



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

RICHARD J. KEANE
Assemblyman 145th A.D.
Erie County

CHAIRMAN
Committee on Agriculture

Please Reply To:

☐ Rm. 828, Legislative Office Bldg.
Albany, New York 12248
(518) 455-4691

☒ 1066 Abbott Road
Buffalo, New York 14220
(716) 847-3727

☐ General Donovan State Office Bldg.
125 Main Street
Buffalo, New York 14203
(716) 847-3080

July 28, 1983

Dr. Ken Lipke, Chairman
Steel Corporation of America
P. O. Box 220
Buffalo, New York 14225

Dear Ken:

In response to your letter of July 22, 1983,
I am enclosing a copy of the letter I sent to
Governor Cuomo, asking him to look into this
matter, which would hopefully bring about a re-
versal of the Authorities' decision.

Sincerely,

RICHARD J. KEANE
MEMBER OF ASSEMBLY

RJK:nl
Encl.



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

RICHARD J. KEANE
Assemblyman 145th A.D.
Erie County

CHAIRMAN
Committee on Agriculture

July 28, 1983

COPY

Rm. 828, Legislative Office Bldg.
Albany, New York 12248
(518) 455-4691

1066 Abbott Road
Buffalo, New York 14220
(716) 847-3727

General Donovan State Office Bldg.
125 Main Street
Buffalo, New York 14203
(716) 847-3080

Governor Mario M. Cuomo
Executive Chambers
Capitol Building
Albany, New York 12224

Dear Governor Cuomo:

Recently it has been brought to my attention that the Metropolitan Transportation Authority (MTA) voted to purchase \$53,000,000.00 worth of Korean steel for use on repairs to the Throgs Neck Bridge, which will save the MTA 3.5 million dollars.

The new "Buy American Steel" legislation signed by you earlier this month, includes contracts by public authorities. It seems to me that the awarding of this massive contract by the MTA to a foreign steel competitor, is nothing more than a slap in the face to the New York State Government.

I am enclosing a copy of a letter I received from Dr. Ken Lipke, Chairman of Steel Corporation of America, who expresses very clearly his objections to this action. He points out many reasons why this action is counter productive and not in the best interests of New York State.

I would appreciate any efforts you may make to stop the MTA from awarding either this contract or future contracts to foreign competitors when it is obvious that American companies can provide the same product or service at a reasonable cost.

Sincerely,

Dick

RICHARD J. KEANE
MEMBER OF ASSEMBLY

RJK:nl
Enclosure



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

COMMITTEE MEMBERSHIP

Aging
Agriculture
Higher Education
Local Government

ALBANY OFFICE
Room 919

□ Legislative Office Building
Albany, N.Y. 12248
(518) 455-4807

JOHN W. McCANN
Assemblyman 111th District

DISTRICT OFFICES

□ 248 Genesee Street
Chittenango, New York 13037
(315) 687-3309

□ 125 Main Street
Oneonta, New York 13820
(607) 432-5524

July 28, 1983

Dr. Ken Lipke, Chairman
Steel Corporation of America
P. O. Box 220
Buffalo, N. Y. 14225

Dear Dr. Lipke:

This is to acknowledge and thank you for your recent letter concerning Richard Ravitch, Chairman of the Metropolitan Transportation Authority, and his contemptuous decision to purchase Korean steel in lieu of American.

I read your comments with a great deal of interest, and I am personally outraged with Mr. Ravitch's recommendation. The fact that this unthinking decision was made just twenty-four hours after the Governor signed into law the "Buy American" legislation, which I strongly supported, only adds insult to injury.

I am certain that our Assembly Republican Conference will be addressing this matter in the immediate future and you may rest assured that I will extend all my efforts in reversing this ill advised decision. In addition, I will initiate and support a call for Mr. Ravitch's immediate resignation.

Sincerely,

John W. McCann
Member of Assembly

JWM:me

ccs: Hon. Clarence Rappleyea
Hon. Neil Kelleher



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

Glenn E. Warren
99th Assembly District 99

from
Glenn Warren

*I thought this material would be of
interest to you.*

Cordially,

Glenn Warren

Building, Albany, N.Y. 12248 (518) 455-5177
Hon. N.Y. 12533 (914) 221-3400

99th District

FOR RELEASE: IMMEDIATELY

(WARREN - MTA TURNS BACK ON AMERICAN STEEL INDUSTRY)

Assemblyman Glenn E. Warren (R-Hopewell Junction) today accused the Metropolitan Transportation Authority of dashing the hopes of millions -- including members of the Legislature, the Governor, the steel workers and the people of New York State -- by contracting with Korean and Japanese steel companies just one day after the signing of the Buy-American law.

Warren explained that the \$33 million contract is for the procurement of steel for use in renovation of the Throgs Neck Bridge in New York City. He noted that although the Triborough Bridge and Tunnel Authority acted within the law, it has violated the spirit of unity and purpose behind the Buy-American provisions.

"The new measure expands the scope of the present Buy-American law, which pertains only to state agencies, to include state public authorities," Warren said.

Specifically, the measure stipulates that public authorities in the State of New York use American-made steel in purchase contracts of \$50,000 or more for supplies, materials, and equipment and in construction contracts of \$100,000 or more for maintenance or repair of public works, unless it is not in the public interest.

"Nothing could be more in the public interest than giving our steel industry the boost it needs to become a thriving part of our national economy again," Warren continued, "If given the chance, I believe our once-strong steel companies will be capable of competing in the steel market by producing steel at a reasonable cost and in readily available quantities of sufficient quality."

Warren said the Buy-American law, in addition to other measures considered by the legislature this year, is designed to foster state, local and national economic regrowth.

"The MTA's recent action is a slap in the face to every one of New York State's taxpayers -- especially those in Western New York who are unemployed because of that area's faltering steel industry."

"We in the legislature try to represent our constituents by fighting for intelligent and patriotic legislation. Most recently, a bill was signed into law to allow creation of an Industrial Development Agency in Sand Lake and this action was taken in the spirit of the Buy-American law."

The assemblyman concluded by saying, "Reinvestment in New York State is something for which we should all strive. Locally, we can do our best to monitor the situation but the MTA has lost the respect of many people who have the Empire State's economic health as a goal and responsibility. It is time that we stop taking our business and our dollars elsewhere and start investing in our own economic recovery here at home."



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

PHILIP B. HEALEY
ASSEMBLYMAN 12TH A. D.
ALBANY, NEW YORK 12248
518-455-5305

DISTRICT OFFICE:
700 BROADWAY
MASSAPEQUA, NEW YORK 11758
516-541-8222

RANKING MEMBER:
COMMERCE, INDUSTRY AND
ECONOMIC DEVELOPMENT

COMMITTEES:
TOURISM
SPORTS AND ARTS
RULES
TRANSPORTATION

July 29, 1983

Dr. Ken Kipke, Chairman
Steel Corporation of America
P. O. Box 220
Buffalo, N.Y. 14225

Dear Dr. Kipke:

I am in receipt of your recent letter dated
July 22, 1983.

The problem you addressed with the Steel purchase
by the MTA is a severe one. I would be more than
happy to join with you and others to bring about a
solution to this problem. It is essential that we in
Government give support to domestic business enter-
prise.

If I can be of any further assistance to you,
please do not hesitate to contact my office.

Sincerely yours,

Philip B. Healey
Philip B. Healey
Assemblyman 12th A.D.

PBH:gm



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

WILLIAM L. PARMENT
Assemblyman 150th District

Rm. 306 Hotel Jamestown Bldg.
Jamestown, N.Y. 14701
(716) 664-7773

Rm. 327 Legislative Office Bldg.
Albany, N.Y. 12248
(518) 455-5419

MEMBER
Standing Committees on
Agriculture
Commerce, Industry &
Economic Development
Higher Education
Transportation
Tourism, Sports & Arts

August 1, 1983

Dr. Ken Lipke, Chairman
Steel Corporation of America
P. O. Box 220
Buffalo, New York 14225

Dear Dr. Lipke:

As a multi-sponsor of the "Buy American Steel" bill,
I share your frustrations regarding the arrogance of
the MTA in the current situation.

The management of the MTA should be restructured to
provide a more effective agency and I would urge the
Governor to take the steps he deems necessary to
reform the management of that agency.

The problem of steel purchase is only one of several
that need to be addressed.

Thank you for your correspondence.

Yours truly,

A handwritten signature in cursive script, appearing to read "William L. Parment".

William L. Parment
Member of the Assembly

WLP:kb



LAWRENCE E. BENNETT
Assemblyman 96th District

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

VICE-CHAIRMAN
Legislative Commission on
Public/Private Cooperation

COMMITTEES
Aging
Agriculture
Commerce
Industry & Economic Development
Local Governments
Real Property Taxation

August 2, 1983

Dear Dr. Lipke:

I am in complete agreement with the thoughts expressed in your letter of July 18, 1983.

We in Orange County were not pleased with the management of Stewart Airport by the M.T.A.. The present operation of Stewart by D.O.T. with the Lockheed Corporation as Manager is a much better arrangement.

Mr. Ravitch's action in^a recommendation to purchase Foreign made steel, in defiance of Legislative and executive intent cannot be tolerated.

I concur with your thoughts on how ~~the~~ the Chairman of the M.T.A. should be dealt with.

Be assured of my continued interest in and support in this matter.

Sincerely,

Lawrence E. Bennett

□ Legislative Office Building, Room 323, Albany, N.Y. 12248 (518) 455-5424
□ 122 S. Plank Rd., Newburgh, N.Y. 12550 (914) 562-0888
X 310 Mill St., Poughkeepsie, N.Y. 12601 (914) ~~473-4454~~

473-4454



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

COPY

WILLIAM E. "BILL" BUSH
Assistant Minority Leader
119th A.D. Onondaga County
5102 West Genesee Street
Camillus, N.Y. 13031
(315) 488-4237

Albany Office
Room 458
Legislative Office Bldg.
Albany, New York 12248
(518) 455-5383

August 3, 1983

Mr. Richard Ravitch
Chairman
Metropolitan Transportation Authority
347 Madison Avenue
New York, New York 10017

Dear Mr. Ravitch:

Enclosed please find copy of letter I received from Dr. Ken Lipke,
Chairman of the Steel Corporation of America.

Dr. Lipke's letter questions the action taken by you and the members
of the board of the M.T.A. in your decision to purchase \$53 million
worth of steel from a South Korean steel company in light of the
new "Buy American Steel" legislation that was signed into law
on Thursday, July 14th by Governor Mario Cuomo.

I believe Dr. Lipke deserves an answer to these actions and I
would appreciate your response to the points that he has taken
in his letter.

Sincerely,

Bill Bush

William E. Bush
Member of Assembly,
119th Assembly District

WEB:be

cc: Dr. Ken Lipke, Chairman
Steel Corporation of America



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

WILLIAM E. BUSH
Assistant Minority Leader

Ken,

*I thought that the enclosed might be of
interest to you.*

Cordially,

Bill



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

HENRY WM. BARNETT
Assemblyman 89th District
Westchester County

District Office
Professional Building
Room 4
Triangle Shopping Center
Yorktown Heights, N.Y. 10598
(914) 962-4111

Albany Office
Room 427 — Legislative Office Bldg.
Albany, New York 12248
(518) 455-5348

COMMITTEES
Aging
Consumer Affairs and Protection
Housing

August 3, 1983

Dr. Ken Lipke, Chairman
Steel Corporation of America
P.O. Box 220
Buffalo, New York 14225

Dear Dr. Lipke:

Thank you for your letter of July 18, 1983.

As a member of the Assembly, I voted in favor of extending the "Buy American" requirement to State Agencies and Authorities. Obviously, the intent was to further monitor these governmental bodies which act independently and, in effect, usurp the powers and responsibilities of the State Legislature.

The Assembly has an Oversight, Analysis, and Investigations Committee, chaired by Assemblyman Gorski, which was set up to handle specific complaints regarding rules and regulations promulgated by State Agencies and Authorities. I would expect that you are receiving letters from other legislators expressing similar reactions such as mine. I would respectfully suggest that you forward copies of such replies to this committee and request that they take action regarding this particular matter.

Very truly yours,

Henry Wm. Barnett
Member of Assembly

HWB:ltv



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

August 4, 1983

VICE CHAIRMAN, REPUBLICAN CONFERENCE

JOHN B. SHEFFER, II
MEMBER OF ASSEMBLY, 142ND DISTRICT
ROOM 635, LEGISLATIVE OFFICE BLDG.
□ ALBANY, NEW YORK 12248
(518) 455-4618

□ DISTRICT OFFICE
6461 MAIN STREET
WILLIAMSVILLE, NEW YORK 14221
(716) 634-6775

COMMITTEES:
WAYS AND MEANS
HIGHER EDUCATION
INSURANCE

Dr. Ken Lipke, Chairman
Steel Corporation of America
P. O. Box 220
Buffalo, NY 14225

Dear Ken:

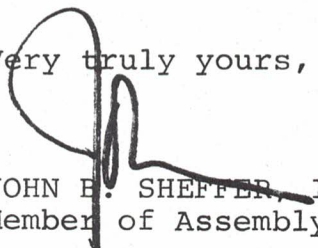
Thank you for your letter in reference to the current situation as to use of American Steel on MTA's bridge renewal project. I appreciate your initiative in contacting me on this critical issue.

Be assured that we are in total agreement on this matter and of my strongest support for use of American steel on this particular project and, indeed, on all public projects. If this goal includes the resignation of Mr. Ravitch I will be more than pleased to support such a step. For many reasons, including those outlined in your letter, I believe that it is absolutely essential that an active and viable steel market be perpetuated in our state and country. As you might know, Mr. Ravitch has represented an extremely counterproductive attitude in many ways in our state in addition to this most recent issue.

As you are doubtless aware, I have co-sponsored and supported all of the "Buy American Steel" legislation in our state and I am committed to making this concept a reality in practice as well as in statute.

I appreciate hearing from you on this matter and trust that you will not hesitate to contact me with your views in the future or at any time I can be of assistance.

Very truly yours,


JOHN B. SHEFFER, II
Member of Assembly



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

STEVEN SANDERS
63rd District

Legislative Office Bldg.
Room 519
Albany, N.Y. 12248
(518) 455-5506

201 East 16th Street
New York, N.Y. 10003
(212) 673-3266

CHAIRMAN
Subcommittee on Human Rights

August 4, 1983

Dr. Ken Lipke
Chairman
Steel Corporation of America
P.O. Box 220
Buffalo, N.Y. 14225

Dear Dr. Lipke:

I am writing in response to your recent letter about the MTA's decision to purchase foreign steel to rebuild the Throgs Neck Bridge.

I am outraged by the decision, particularly as it comes on the heels of our approval in the Legislature of a "Buy American Steel" policy for public authorities. I do not believe that the MTA has adhered to the letter and spirit of the new law.

At a time when our own steel industry is in desperate need of an economic shot in the arm, particularly in upstate New York, it is disgraceful that our public authorities have decided to purchase their steel elsewhere.

I agree with your points about the real losses to the State of New York as a result of foreign purchases. As we review this issue in the Legislature I will keep this in mind in seeking to put teeth in our "Buy American Steel" policy.

You have my support in seeking to strengthen our domestic steel purchase policy. Please contact me if there is any way I can be of assistance in this regard.

Sincerely,

A handwritten signature in dark ink, appearing to read "Steven Sanders".

Steven Sanders

SS/es