U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
January 15, 1982

FHWA 01-82
Contact: Bill Johnson
Tel.: (202) 426-0660

DOT, ICC AND SBA SCHEDULE
MORE MANAGEMENT CONFERENCES
FOR INDEPENDENT TRUCKERS

The Department of Transportation, the Small Business Administration, and the Interstate Commerce Commission jointly will conduct a second series of 24 free public conferences on the "Survival of Independent Truck Owner-Operators in the 80's." They will be held between February 18 and June 23, 1982.

Fifteen conferences were held last summer upon a recommendation by the House Subcommittee on Special Small Business Problems.

Because of the success of the initial conferences, the House Committee expressed its support for the continuation of the program. Federal Highway Administrator Ray A. Barnhart said that FHWA was planning to continue the project because, "the success of the pilot program indicated a definite need for additional conferences."

As in the first conferences, the objectives are to instruct owner-operators how to comply with Federal regulatory requirements, to help them to improve their business skills and profits, and to acquaint them with the provisions of the Motor Carrier Act of 1980 that permit them to expand their business opportunities. In addition, the conferences also will include discussion on financial responsibility for motor carriers, and expanded briefing on hazardous materials to cover shipping documents, hazardous materials incident reports, labeling and placarding requirements, and the Federal Motor Carrier Safety Regulations.

The dates of the conferences are:

- more -

INTERAGENCY OWNER-OPERATOR CONFERENCES SCHEDULE

Conference Number	Dates	Cities	Locations
1	Feb 18-19	Orlando, FL	Hilton Inn West 3200 West Colonial Dr. Hwy. 50
2	Mar 3-4	Phoenix, AZ	Quality Inn-Airport 1820 South 7th St. (I-10)
3	Mar 11-12	Atlanta, GA	Marriott Hotel Perimeter Center Ashford/Dunwoody Rd. Exit
4	Mar 16-17	Houston, TX	Holiday Inn Kirby Dr. at loop 610 E. Across from Astrodome
5	Mar 24-25	Indianapolis, IN	Howard Johnson I-465 & State Rd. 37 South
6	Mar 30-31	Albuquerque, NM	Holiday Inn Menaul Blvd. (I-25 at I-40)
7	Apr 19-20	Overland Park, KS	Johnson County Community College College Bldv. at Quivira Rd.
8	Apr 21-22	Waltham, MA	VFW Hall #10334 981 Trapelo Rd. (Exit 47 on Rt. 128)
9	Apr 22-23	Homewood, IL	Sheraton Homewood Inn 17400 South Halstead St. (I-294, Halstead Exit)
10	Apr 27-28	Denver, CO	Western Motor Inn 4756 Vasquez Blvd. & I-70
11	Apr 27-28	Cleveland, OH	Howard Johnson 5700 Marginal Rd. (I-90, 55th St. Exit)
12	May 4-5	San Jose, CA	Italian Gardens Conference Ctr. 1500 Almaden Rd. (I-280, Exit at Almaden & Vine)
13	May 6-7	Dallas, TX	Greenwood Inn 6950 North Stemmons Expressway
14	May 6-7	Buffalo, NY	Best Western Regency NY Thruway Exit 56
15	May 11-12	Charlotte, NC	Holiday Inn North 3815 North Tryon St. I-85 at Sugar Creek Rd., Exit South

- more -

Conference Number	Dates	Cities	Locations
16	May 18-19	Portland, OR	Holiday Inn, Portland South 25425 SW Boones Ferry Rd. Stafford Rd., Exit at I-5 & I-205
17	May 21-22	Bloomington, MN	Normandale Community College 9700 France Ave. South
18	May 25-26	Salt Lake City, UT	Ramada Inn 999 South Main Street
19	June 3-4	Ontario, CA	Ontario City Hall City Council Chambers 303 East B St.
20	June 3-4	Towson, MD	Quality Inn 1015 York Ave. (I-695, Exit 26)
21	June 8-9	Missoula, MT	Village Red Lion Motor Inn 100 Madison St. (I-90` Van Buren Street Exit #106)
22	June 10-11	North Brunswick, NJ	Holiday Inn Route 1 South at Route 130
23	June 15-16	Charleston, WV	University of Charleston SBDC 2300 McCorkle Ave (off I-79)
24	June 22-23	Nashville, TN	Quality Court Motel 10 Interstate Drive (I-65)

Sessions will begin at 8 a.m. each day and end at 5 p.m. on Day 1 and 4 p.m. on Day 2.

Registration is available by writing to the Small Business Administration, 1441 L Street, N.W., Room 602, Washington, D.C. 20416, or by calling SBA (202) 653-6287.

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News:

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FOR RELEASE MONDAY
January 18, 1982

FHWA 02-82
Contact: Richard Reilly
Tel.: (202) 426-0660

NEW DOT TECHNOLOGY HELPS LEAD TRAFFIC OFFICIALS TO RIGHT CHOICE, BIG SAVINGS

Federal Highway Administrator Ray A. Barnhart said today the Department of Transportation's Federal Highway Administration has developed a new computer traffic simulation program which can help state and city highway officials achieve substantial savings in fuel consumption and design costs.

Called NETSIM -- an acronym for Traffic Network Simulation Model -- the computer program can simulate and analyze traffic conditions on any given section of roadway under virtually any specified condition. It also can predict the amount of vehicle fuel consumption, auto pollutant emissions and the time motorists are delayed in traffic congestion.

"The Federal Highway Administration will make available free of charge the computer program and the user's manual to any city or state that requests it, and will provide, under contract, technical assistance in installing the program," Barnhart said. "All that is needed is access to a computer."

"By using NETSIM," he said, "traffic engineers can solve complicated problems using the computer rather than by costly trial and error experiments on the street. NETSIM tells them if a proposed solution will work or not, and which of several alternatives is the most effective."

"This results in significant cost savings due to more efficient traffic flow, cleaner air, and substantial fuel savings."

Barnhart added that there already have been numerous instances where NETSIM has proven its effectiveness, and cited these examples:

o In Sterling Heights, Mich., use of NETSIM determined that a minor alteration in the design of a busy, congested street would eliminate 200,000 hours of delay in driving in the course of one year at just one intersection.

- more -

o In Odgen, Utah, a proposal was being considered to install a $100,000 signalization system on a chronically traffic-clogged suburban arterial street. By using NETSIM, however, traffic engineers discovered that the proposed system would not solve the congestion problem -- and the city saved $100,000.

o When a new bridge was being constructed in Lansing, Mich., near an automobile assembly plant, the original detour failed because workers had difficulty crossing the street from the parking lot to the plant. NETSIM was used to evaluate alternative detours, including the one that was finally used successfully.

o The retiming of a traffic signal in Saginaw, Mich., with alternatives analyzed by NETSIM, resulted in saving 27,000 hours of motorist delay per year — with a resultant savings in gasoline.

Information on obtaining a free loan tape with the NETSIM computer program, user's manual and coding forms may be obtained by contacting David Gibson of the Implementation Division of the FHWA Offices of Research and Development (HDV-21), Room 6316, 400 Seventh Street, SW., Washington, D.C. 20590 — telephone (202) 426-9230.

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U.S. Department
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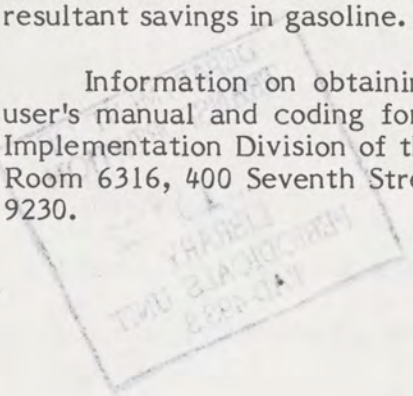

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FOR RELEASE TUESDAY
January 19, 1982

FHWA 03-82
Contact: Richard Reilly
Tel.: (202) 426-0660

DOT OFFICIALS SEEK PUBLIC'S VIEWS ON THE FEDERAL ROLE IN URBAN TRANSPORTATION PLANNING

Federal Highway Administrator Ray A. Barnhart and Urban Mass Transportation Administrator Arthur E. Teele, Jr., today requested public comment on the federal role in urban transportation planning.

The heads of the highway and mass transit agencies made available a number of issues and options in a paper, "Solicitation of Public Comment on the Appropriate Federal Role in Urban Transportation Planning."

The paper was prepared as part of a joint FHWA-UMTA effort to review the urban transportation planning process. Its purpose is to get the public's views before developing recommendations on changes to federal laws, regulations and administrative procedures affecting urban transportation planning.

Administrators Barnhart and Teele said this review will support President Reagan's objective to reduce or eliminate the federal role and thereby increase efficiency and cost effectiveness in areas that are of state and local interest. The intent is to streamline the planning process by making it more responsive to state and local needs.

A notice of availability and request for comment was published in the Federal Register on December 17, 1981 (46 FR 61531), and an official docket has been established to receive comments. Copies of the paper "Solicitation of Public Comment on the Appropriate Federal Role in Urban Transportation Planning" may be obtained from the Federal Highway Administration, Urban Planning Division, HHP-21, 400 Seventh Street, SW., Washington, D.C. 20590, or by calling (202) 426-2961.

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Washington, D.C. 20590

FOR RELEASE TUESDAY
January 19, 1982

FHWA 04-82
Contact: Richard Reilly
(202) 426-0660

AMERICANS DROVE MUCH MORE IN FIRST THREE QUARTERS OF 1981 — BUT ALSO USED LESS GASOLINE

Federal Highway Administrator Ray A. Barnhart reported today that motorists in the United States traveled nearly 30 billion more miles during the first nine months of 1981 than they did during the corresponding period of 1980 — but they used approximately 1.8 billion gallons less gasoline in doing so.

In the first nine months of 1981, travel increased by 2.6 percent over the same period in 1980 — roughly 1,164 billion miles compared to 1,134 billion miles, according to statistics compiled by the Federal Highway Administration. This increase follows successive decreases of approximately one percent in 1979 and 1980, and the 1981 nine month estimated total is also slightly below the 1,167 billion miles of travel during the corresponding period in 1978.

"The good news," said Administrator Barnhart, "is that, during the first nine months of this year, motorists used 78.1 billion gallons of gasoline, as compared with 79.9 billion gallons for the same period in 1980 — a 2.2 percent drop. Even more significant, consumption for the first nine months of 1981 was down 10.5 percent from the same period in 1978. This means that smaller, more fuel-efficient cars are having an increasing impact, while many of the older gas guzzlers are being driven less or taken out of service completely."

- more -

Barnhart added that the news on gasoline consumption is tempered by the knowledge that gasoline tax receipts will decline unless tax rates are adjusted to compensate. In 1980 motor fuel taxes (gasoline and diesel) provided almost half of the highway revenues collected by the states and two thirds of Federal Highway Trust Fund income. It is estimated that state motor fuel tax revenues will increase in 1981 because a number of the states have raised their tax rates.

During the early 1970s, total vehicle miles of travel on U.S. highways increased at an annual rate of approximately 5 percent, similar to the historical pattern. This growth was interrupted during the 1974 energy crisis, when travel decreased by nearly 2.5 percent, the first annual decrease since World War II. However, the annual 5 percent growth rate resumed during the years 1975-78, before a downward trend occurred in 1979 and 1980.

# # #

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of Transportation

Federal Highway Administration

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U.S. Department of Transportation

News:

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Washington, D.C. 20590

FOR RELEASE THURSDAY
January 21, 1982

FHWA 05-82
Contact: James Abbee
Richard Reilly
Tel.: (202) 426-0660

STATES SPENT $30.1 BILLION ON HIGHWAY PROJECTS DURING 1980, DOT OFFICIAL REPORTS

Federal Highway Administrator Ray A. Barnhart today reported that state highway agencies in 1980 spent a total of $30.1 billion on highway related projects and activities.

He said the state agencies had an income in that year from all sources of $29.7 billion, including $10 billion in federal assistance -- $9.2 billion of which was from the Highway Trust Fund. A total of $14.1 billion came from state highway user taxes, with the remainder coming from tolls, general revenues, etc. (see attached chart). The $325 million excess of disbursements over receipts came from highway fund reserves.

Expenditures for highway purposes totaled $29.1 billion, 15.9 percent higher than in 1979. Capital expenditures of $15.4 billion included new roadway and bridge construction, reconstruction, and rehabilitation, engineering, and right-of-way costs.

Maintenance expenditures were $4.7 billion, while the costs of administration, highway safety and law enforcement, and interest on highway debt accounted for $4.9 billion. Grants-in-aid to local governments for highway purposes (derived chiefly from state road-use tax revenues) amounted to $4.1 billion. Retirement of highway bonds during 1980 took $991 million, bringing total disbursement to $30.1 billion.

- more -

Comparisons of receipts and disbursements for 1978, 1979, and 1980 follow:

(billions of dollars)

	1978	1979	1980
Receipts			
State Highway User Tax Revenue	13.5	13.8	14.1
Federal funds	6.7	8.2	10.0
Other	3.3	3.7	4.5
Total current income	23.5	25.7	28.6
Construction bonds	0.9	0.9	1.1
Total receipts	24.4	26.6	29.7
Disbursements			
Capital outlay			
State-administered highways	10.0	11.9	14.0
Local rural roads	0.6	0.7	0.8
Local municipal streets	0.4	0.5	0.6
subtotal	11.0	13.1	15.4
Maintenance	4.1	4.5	4.7
Administration and Enforcement	3.2	3.4	3.8
Interest on debt	1.0	1.1	1.1
Grants-in-aid to local governments	3.6	3.9	4.1
Total current expenditures	22.9	26.0	29.1
Debt retirement	1.0	0.9	1.0
Total disbursements	23.9	26.9	30.1

The data contained in the accompanying Table SF-21 are drawn from a series of tables on state highway finance available from the Federal Highway Administration.

STATE RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS - SUMMARY - 1980[1]

COMPILED FOR CALENDAR YEAR
FROM REPORTS OF STATE AUTHORITIES

(THOUSANDS OF DOLLARS)

TABLE SF-21
SEPTEMBER 1981

STATE	RECEIPTS									DISBURSEMENTS									
					FEDERAL FUNDS					CAPITAL OUTLAY									
	STATE HIGHWAY USER TAX REVENUES [2]	ROAD AND CROSSING TOLLS [3]	OTHER STATE INCOMES, GENERAL FUND REVENUES	MISCELLANEOUS INCOME	FEDERAL HIGHWAY ADMINISTRATION	OTHER AGENCIES	TRANSFERS FROM LOCAL GOVERNMENTS	BOND PROCEEDS [4]	TOTAL RECEIPTS	STATE ADMINISTERED HIGHWAYS	COUNTY AND TOWNSHIP ROADS	LOCAL MUNICIPAL STREETS	TOTAL	MAINTENANCE AND TRAFFIC SERVICES	ADMINISTRATION AND HIGHWAY POLICE	BOND INTEREST	GRANTS-IN-AID TO LOCAL GOVERNMENTS	BOND RETIREMENT [4]	TOTAL DISBURSEMENTS
ALABAMA	236,068	-	8,228	16,944	223,211	4,487	206	-	489,114	263,318	22,486	157	285,931	84,292	41,529	14,386	96,877	23,750	516,776
ALASKA	27,282	19,129	122,888	-	102,877	2,730	-	-	274,273	121,966	-	7,299	129,265	83,344	42,883	7,809	3,883	7,169	274,333
ARIZONA	191,340	-	11,432	7,929	134,806	5,388	1,769	50,008	402,668	181,707	6,389	9,618	197,711	30,910	63,086	1,624	72,004	-	365,345
ARKANSAS	208,166	-	6,928	10,287	160,773	30,318	1,814	-	418,284	248,883	7,155	3,087	259,768	68,448	38,468	-	52,727	-	419,408
CALIFORNIA	1,231,447	82,342	-	118,921	499,603	30,867	10,414	-	1,940,294	887,423	46,943	144,731	778,657	208,876	816,550	6,612	413,616	8,636	1,929,987
COLORADO	167,810	-	84,330	10,476	136,802	18,668	7,238	-	398,323	171,809	1,301	19,348	192,458	80,733	47,370	-	90,911	-	411,464
CONNECTICUT	198,893	42,078	-	6,846	95,182	2,716	-	78,223	417,608	187,844	3,207		160,251	84,384	86,379	24,093	22,078	66,373	393,325
DELAWARE	80,148	23,892	8,069	3,829	32,448	1,126	-	42,787	161,676	69,880			69,880	18,678	24,848	18,066	2,000	21,767	181,696
DIST. OF COL.	19,668	-	-	23,841	8,800	2,782	-	8,828	86,986			11,893	11,893	19,992	12,041	10,000	-	3,100	56,986
FLORIDA	622,948	86,784	-	32,980	444,195	9,214	1,867	10,989	1,108,877	789,694	22,119		811,813	106,741	88,298	49,991	159,642	47,449	1,268,931
GEORGIA	289,673	-	181,296	46,313	483,488	8,040	4,674	-	960,481	446,688	103,030	14,837	864,525	72,708	69,444	22,018	9,688	24,064	762,448
HAWAII	46,387	-	10,928	6,047	89,417	886	-	15,196	137,841	79,095	4,325		83,420	13,476	7,229	6,466	14,787	8,596	133,944
IDAHO	86,876	-	-	1,194	48,291	6,815	1,643	-	144,819	51,003	13,272		64,275	33,671	24,600	-	30,920	-	153,466
ILLINOIS	647,994	95,453	128,906	24,686	878,840	17,191	38,874	120,007	1,648,921	867,121	101,767	4,731	973,619	183,117	147,697	59,302	246,640	41,860	1,652,236
INDIANA	328,916	29,642	31,667	12,987	186,917	4,787	5,470	236,688	846,044	147,664	17,630	27,160	192,454	208,182	131,868	4,044	140,078	14,301	687,888
IOWA	283,263	2,288	64,123	14,240	139,920	3,342	3,480	-	506,663	190,960	55,148	744	246,849	96,847	96,618	280	142,835	560	583,789
KANSAS	176,706	21,570	1,697	26,659	148,623	2,820	3,601	-	388,796	211,386	30,206	15,814	257,405	74,628	39,208	18,612	33,905	16,155	479,910
KENTUCKY	330,847	18,776	64,449	98,808	232,404	4,858	1,176	-	781,018	804,649	20,003	16,387	841,039	129,321	88,640	102,747	41,167	29,731	912,648
LOUISIANA	240,022	-	176,450	1,890	174,017	14,183	108	73,771	680,439	465,476		1,628	467,096	80,472	83,458	37,761	6,023	36,389	661,889
MAINE	80,311	14,083	1,161	3,896	48,346	1,484	4,584	13,000	163,868	68,973	513		69,486	84,648	25,447	3,464	2,906	8,330	164,278
MARYLAND	277,871	87,191	17,860	35,062	280,926	2,949	-	58,836	700,702	134,872	12,722		147,294	65,278	85,678	42,933	321,184	1,610	663,547
MASSACHUSETTS	247,269	69,971	71,928	9,406	171,260	4,687	-	43,300	617,921	306,084			306,084	70,159	116,294	86,193	79,100	76,081	703,871
MICHIGAN	682,172	7,201	80,184	19,078	181,828	8,434	7,493	-	986,087	308,287	19,237	4,606	329,130	108,997	197,292	7,207	366,232	30,731	998,649
MINNESOTA	332,733	-	3,620	36,727	196,626	8,096	14,988	26,000	618,760	317,192	21,048	5,496	343,733	79,488	39,840	6,802	127,407	12,908	611,248
MISSISSIPPI	163,661	-	99,248	46,286	106,387	4,868	3,591	21,998	448,698	226,969	86,997	4,693	290,659	33,040	34,307	82,799	52,882	4,326	467,603
MISSOURI	288,531	-	36,716	2,476	210,105	12,550	8,693	-	584,271	236,763	928	3,161	240,852	125,196	99,913	-	88,928	-	554,886
MONTANA	72,636	-	1,767	2,427	143,421	8,821	-	-	228,292	146,704	7,493	10	184,207	30,498	21,657	-	17,761	-	224,123
NEBRASKA	139,804	-	41,109	4,882	82,166	2,327	7,426	-	273,723	106,411	17,741	14,663	136,815	30,324	29,262	-	76,191	1,000	274,174
NEVADA	50,289	-	-	2,268	102,606	1,098	8,350	-	164,608	108,723	142	340	109,205	24,126	27,960	-	7,380	-	168,671
NEW HAMPSHIRE	67,523	12,738	-	2,134	38,804	1,165	2,866	-	126,230	83,846			83,846	32,234	42,858	8,069	10,011	8,430	192,188
NEW JERSEY	217,662	206,884	-	38,056	148,628	9,481	-	72,500	689,182	163,949	28,388	9,178	197,482	190,377	122,778	92,031	4,818	56,049	661,538
NEW MEXICO	119,004	-	24,625	4,500	61,313	2,783	803	-	213,328	99,848			99,848	32,120	52,389	263	12,091	1,000	197,408
NEW YORK	548,944	289,036	231,328	66,890	843,184	17,202	1,752	-	1,667,932	702,139	42,883	86,719	831,707	242,179	286,082	78,622	117,089	127,018	1,649,668
NORTH CAROLINA	407,384	483	-	19,278	280,466	6,082	2,228	60,227	746,117	611,667		87	611,754	186,178	144,940	8,869	32,817	23,000	807,294
NORTH DAKOTA	57,854	-	10,800	380	62,408	2,980	7,677	-	141,470	60,059	17,367	5,618	83,044	20,578	13,254	-	26,245	-	143,121
OHIO	648,950	42,888	-	38,863	278,495	12,407	18,763	100,387	1,134,723	311,283	20,541	55,519	387,343	117,753	147,256	27,886	298,120	93,137	1,031,593
OKLAHOMA	262,792	34,719	124,023	12,686	108,148	5,265	5,981	-	830,591	198,890	6,524		205,124	73,993	53,655	13,200	107,952	7,214	461,138
OREGON	183,383	1,351	34,470	10,016	185,744	46,558	4,948	18,009	461,449	228,191	9,984	17,271	255,446	68,061	80,402	2,934	100,646	3,201	481,890
PENNSYLVANIA	978,401	137,811	41,000	88,818	323,897	13,977	9,840	-	1,560,444	469,724			469,724	818,945	170,851	143,950	184,969	102,299	1,957,338
RHODE ISLAND	37,087	4,760	-	873	30,420	814	-	-	73,924	27,417			27,417	18,810	8,356	7,306	387	10,476	72,456
SOUTH CAROLINA	200,899	-	-	460	102,339	3,895	1,186	-	308,779	164,738			164,738	74,867	39,642	4,001	16,829	9,800	308,977
SOUTH DAKOTA	71,443	-	14,080	2,692	50,050	1,626	2,061	-	142,182	76,602	9,991	4,437	91,030	23,411	19,946	-	16,428	-	150,815
TENNESSEE	314,383	-	3,987	8,804	228,497	7,157	4,972	-	561,800	341,812	42,621	3,489	387,892	60,503	45,688	7,073	91,665	18,720	608,543
TEXAS	957,366	7,117	13,804	67,178	547,745	16,920	18,287	-	1,628,087	1,461,144		2,312	1,463,456	229,015	133,603	8,788	44,818	3,107	1,882,451
UTAH	82,267	-	4,802	480	141,015	1,863	2,436	-	232,863	157,000	9,846	8,782	172,628	27,015	23,216	-	17,911	-	240,774
VERMONT	81,177	-	-	872	29,633	992	-	10,802	89,477	28,317	3,177		31,494	18,944	16,353	3,125	8,120	8,495	86,541
VIRGINIA	407,468	48,627	59,487	5,595	334,003	8,145	10,372	-	867,671	511,914			511,914	199,345	100,070	18,768	82,693	12,848	893,598
WASHINGTON	333,076	36,916	-	18,410	292,084	32,325	2,778	-	715,589	362,107	21,077	23,805	406,989	120,773	98,527	23,022	122,213	15,175	786,699
WEST VIRGINIA	194,185	13,611	76,805	8,441	269,247	14,178	-	50,033	626,497	388,989			388,989	126,841	67,982	47,818	-	40,172	671,802
WISCONSIN	281,871	-	11,459	918	163,804	9,151	18,230	7,909	489,329	156,063	22,835	19,133	198,031	72,823	37,517	9,066	137,866	12,650	467,953
WYOMING	72,905	-	16,261	6,651	57,350	42,080	1,688	-	196,638	128,658	6,542	433	135,643	30,121	16,876	-	9,680	-	192,320
TOTAL	14,110,543	1,343,946	1,898,752	1,003,036	9,581,743	465,560	248,092	1,112,166	29,723,838	14,013,207	833,092	540,070	15,386,369	4,645,881	3,856,728	1,055,966	4,113,085	991,319	30,049,348

1/ THIS TABLE IS ONE OF A SERIES ON STATE HIGHWAY FINANCE. TABLE SF-21 SUMMARIZES THE RECEIPTS AND DISBURSEMENTS OF (1) STATE HIGHWAY-USER REVENUE, EXCLUDING AMOUNTS ALLOCATED FOR COLLECTION AND NONHIGHWAY PURPOSES, AND (2) ALL OTHER RECEIPTS AND DISBURSEMENTS BY THE STATES FOR HIGHWAYS. DATA IN GREATER DETAIL ARE GIVEN IN TABLES SE-1, 2, 3, 3B, 4, 4B, 4C, 5, 5A, 6, AND 12. THESE TABLES MAY NOT ADD TO TABLE SF-21 DUE TO ROUNDING.

2/ THE ENTRIES IN THIS COLUMN ARE IDENTICAL WITH THE COMBINED RECEIPTS ALLOCATED FOR STATE ADMINISTERED HIGHWAYS AND FOR LOCAL ROADS AND STREETS AS SHOWN ON TABLE DF. SEE TABLE DF FOR ALLOCATIONS FOR COLLECTION, MASS TRANSPORTATION, AND NONHIGHWAY PURPOSES.

3/ TOLL RECEIPTS ALLOCATED FOR NONHIGHWAY PURPOSES ARE EXCLUDED. SEE TABLE SF-4B FOR AMOUNTS.

4/ PAR VALUE OF BONDS ISSUED AND REDEEMED BY REFUNDING ARE EXCLUDED. SEE SB TABLES FOR COMPLETE INFORMATION ON HIGHWAY DEBT.

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
February 4, 1982

FHWA 06-82
Contact: James G. Abbee
Richard Reilly
(202) 426-0660

DOT OFFICIAL SAYS TEST OF SULFUR AS ROAD PAVEMENT MATERIAL IS ENCOURAGING

Federal Highway Administrator Ray A. Barnhart said today that a research program to evaluate sulfur as a substitute for asphalt in highway pavement construction is showing encouraging results.

Tests of the sulfur-type pavement -- called Sulphlex -- are being conducted in seven states. Barnhart said that "with one exception all of the tests sections being monitored by the Federal Highway Administration are carrying traffic in a satisfactory manner."

He added that the testing will continue for at least two years to determine the durability of Sulphlex as compared to asphalt.

Sulphlex is manufactured from pure sulfur and a mixture of organic chemicals, and is designed to completely replace asphalt in flexible type paving mixtures.

The potential value of Sulphlex is as a replacement for asphalt which is manufactured from petroleum. Recovery from natural gas and crude oil holds the potential to produce surpluses of sulfur by the latter part of this decade.

Sulphlex was developed by the Southwest Research Institute of San Antonio, under contract with the Federal Highway Administration as part of a study begun in 1975. A small test section of the Sulphlex pavement was constructed on the Institute grounds in 1978.

"We learned from this test section that Sulphlex binders can be used with the same equipment and methods as are used for conventional asphalt hot-mix production," Barnhart said. "This led FHWA to negotiate with seven states to install small experimental sections of the Sulphlex pavement so that it could be realistically tested under varying climactic conditions.

- more -

"We expect that future monitoring will produce the same satisfactory results we have observed to date", Barnhart said.

The states and locations where Sulphlex pavement sections have been placed are as follows:

Arizona	-- U.S. Route 70, Stafford.
Michigan	-- State Route M-54, Grand Blanc
Florida	-- Interstate Route 75, Gainesville.
Pennsylvania	-- State Route TR405, Montgomery.
Nebraska	-- State Route N-66, Valparaiso.
North Dakota	-- U.S. Routes 2 and 52, Minot.
Texas	-- Loop 1604, San Antonio.

# # # # #

U.S. Department
of Transportation

Federal Highway Administration

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

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
February 9, 1982

FHWA 07-82
Contact: James Abbee
Bill Johnson
Tel.: (202) 426-0660

FEDERAL HIGHWAY MINORITY
BUSINESS ENTERPRISE PROGRAM
SHOW SIGNIFICANT PROGRESS IN 1981

Federal Highway Administrator Ray A. Barnhart today reported that the dollar amount of Federal-aid contracts and subcontracts awarded to minority business enterprise (MBE) firms under the Federal Highway Administration's MBE program in 1981 was more than 48 percent higher than in 1980.

The number of awards to minority business enterprise firms increased over 100 percent, the highest ever. Under this program separate goals were established for MBE and Women Business Enterprise (WBE) firms.

In fiscal year 1980, 1,624 MBE contracts were awarded for a total of $248.4 million, or 3.23% of approximately $7.7 billion of obligated funds for the year.

In fiscal year 1981, 3,742 MBE contracts were awarded for a total of $366.5 million, or 4.23% of approximately $8.7 billion of obligated funds for the year. Thus the MBE awards for fiscal year 1981 is an increase of approximately 31% over MBE awards for fiscal year 1980.

In addition to the Federal-aid contracts to MBE/WBE firms through State highway agencies in fiscal year 1981, approximately $17 million of direct construction and federal procurement, contracts and subcontracts were also awarded by FHWA offices to these types of firms.

"This is encouraging progress in meeting commitments to opening up opportunities to women and minority business firms through Department of Transportation programs," Barnhart said.

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, February 19, 1982

FHWA 08-82
Contact: James Abbee
Richard Reilly
(202) 426-0660

NEW DOT AWARD CREATED TO HONOR OUTSTANDING RIDESHARING EFFORTS

Federal Highway Administrator Ray A. Barnhart has announced the establishment of a new Federal Highway Administration award -- the "Administrator's Award for Ridesharing" -- to recognize outstanding efforts to further the development of cost-effective transportation through ridesharing.

Eligible recipients will include private employers and companies, joint public/private efforts, individual efforts, and public initiatives to assist the private sector. The initial awards this year will be made during National Transportation Week in May.

Describing the new award, Barnhart said:

"The Administrator's Ridesharing Award will reflect the highest levels of achievement. It is anticipated that the recipients of the award will not exceed 10 in a given year. We think that this can develop into a very prestigious award, one that will serve as a significant stimulus to promoting ridesharing nationally."

- more -

Award criteria will include the following:

Achievement: Number of employees and percent of total participation; number and percent of increase in program participation during the past year; sustained high level of effort over an extended period of time; cost effectiveness and energy savings.

Innovation: Creative or original approaches to ridesharing; innovative management approaches; exemplary initiatives in a particular employment field.

Comprehensiveness: Variety of ridesharing and related services provided; diversity of trips and travel purposes addressed; diversity of job types served; coordination with other forms of cost-effective employee transportation.

Commitment: Leadership and commitment to the ridesharing concept; supportive state/local legislation or regulatory reform; support and assistance to other employees implementing ridesharing programs; joint/cooperative efforts with other employers, state and local agencies.

Nominations may be made by employers, state and local agencies, and FHWA field offices. All nominations and support data should be directed through FHWA Division and Regional Offices for initial review and recommendation and forwarded to the Transportation Management and Ridesharing Programs Branch (HHP-25) by March 8 for final selection.

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U.S. Department
of Transportation

Federal Highway Administration

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

U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
February 26, 1982

FHWA#09-82
Contact: James Abbee
Richard Reilly
Tel.: (202) 426-0660

HIGHWAY CONSTRUCTION COSTS DECREASE 0.3 PERCENT IN FOURTH QUARTER OF 1981

Federal Highway Administrator Ray A. Barnhart today announced that highway construction costs decreased 0.3 percent in the fourth quarter of 1981.

Those indicator items associated with concrete and excavation work decreased or remained the same, while the steel and bituminous indicator items increased.

The three-quarter moving composite price index for the third quarter of 1981 -- obtained by combining the data from the second, third, and fourth quarters of 1981 -- decreased 1.1. percent from its preceding quarter.

The third quarter results leave the Federal Highway Administration composite index for highway construction costs at 156.8 percent of the 1977 base index. (1977 average costs equal 100 percent.) "The good news," Barnhart said, "is that this is 3.1 percent below the results of a year ago."

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway contract awards for federal-aid contracts (other than those for the Secondary System) greater than $500,000.

(more)

The composite price index during the past 2 years and the percentage change from the preceding quarter have been as follows:

	Quarterly Price Index	Percentage Change	(Three-quarter moving index) Three-quarter Price Index	Percentage Change
*4th quarter, 1979	---	---	155.9	+4.4
1st quarter, 1980	157.9	-2.8	163.2	+4.7
2nd quarter, 1980	168.3	+6.6	163.3	+0.1
3rd quarter, 1980	163.1	-3.1	164.7	+0.9
4th quarter, 1980	161.8	-0.8	161.1	-2.2
1st quarter, 1981	160.0	-1.1	158.5	-1.6
2nd quarter, 1981	152.4	-4.7	156.9	-1.0
3rd quarter, 1981	157.3	+3.2	155.1	-1.1
4th quarter, 1981	156.8	-0.3	---	---

*For the three-quarter moving index, these are the middle quarters of the three quarter periods.

The price levels of the component items of the quarterly index in the 4th quarter of 1981, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100			Percentage change this quarter from--	
	Fourth Quarter 1981	Third Quarter 1981	Fourth Quarter 1980	Third Quarter 1981	Fourth Quarter 1980
Excavation.....	160.4	162.4	162.4	- 1.2	- 1.2
Surfacing:					
Portland cement concrete..	138.5	138.5	148.4	---	- 6.7
Bituminous concrete.....	172.0	169.0	163.9	+ 1.8	+ 4.9
Composite surfacing.....	161.3	159.3	159.0	+ 1.3	+ 1.4
Structures:					
Reinforcing Steel.....	156.8	154.5	171.8	+ 1.5	- 8.7
Structural steel.....	149.7	144.7	160.3	+ 3.5	- 6.6
Structural concrete.....	150.5	158.5	163.5	- 5.0	- 8.0
Composite structures....	151.3	153.1	163.8	- 1.2	- 7.6
Composite price index.....	156.8	157.3	161.8	- 0.3	- 3.1

The price levels of the component items of the three-quarter moving index in the third quarter of 1981, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100			Percentage change this quarter from--	
	Third Quarter 1981	Second Quarter 1981	Third Quarter 1980	Second Quarter 1981	Third Quarter 1980
Excavation.....	152.7	148.3	157.0	+ 3.0	- 2.7
Surfacing:					
Portland cement concrete..	136.7	143.2	156.5	- 4.5	-12.7
Bituminous concrete.....	167.7	163.6	166.9	+ 2.5	+ 0.5
Composite surfacing.....	157.8	157.1	163.6	+ 0.4	- 3.5
Structures:					
Reinforcing steel.....	157.4	162.4	178.5	- 3.1	-11.8
Structural steel.....	148.5	153.4	182.6	- 3.2	-18.7
Structural concrete.....	156.7	165.7	156.9	- 5.4	- 0.1
Composite structures....	154.0	160.9	169.3	- 4.3	- 9.0
Composite price index.....	155.1	156.9	164.7	- 1.1	- 5.8

The U.S. Average contract unit prices for the index items during the various periods shown are:

		Individual Quarters		Three Quarters	
	Unit	3rd Qtr. 1981	4th Qtr. 1981	2nd Qtr. 1981*	3rd Qtr. 1981**
Excavation.....	Cu.Yd.	$ 1.89	$ 1.87	$ 1.73	$ 1.78
PCC surface.....	Sq.Yd.	13.79	13.78	14.25	13.61
Bit. conc. surf.	Ton	26.15	26.62	25.32	25.94
Str. Reinf.....	Lb.	0.420	0.426	0.442	0.428
Str. Steel.....	Lb.	0.752	0.779	0.798	0.772
Str. concrete...	Cu.Yd.	227.47	215.92	237.81	224.89

*Weighted average unit prices for 1st, 2nd, and 3rd quarters of 1981.

**Weighted average unit prices for the 2nd, 3rd, and 4th quarters of 1981.

U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
March 9, 1982

FHWA 10-82
Contact: James Abbee
Ruth Ann Patrick
Tel.: (202) 426-0660

1982 HIGHWAY DESIGN CONTEST NOW OPEN FOR NOMINATIONS

Federal Highway Administrator Ray A. Barnhart today announced that entries are now being accepted to compete for the 1982 Biennial Awards for excellence in highway design.

The contest gives nationwide recognition for highways and related construction and improvement projects that are judged to be exceptionally compatible with and adapted to their natural environments.

Other qualities considered in the judging are outstanding visual appeal, safety, efficiency, and pleasurable driving experience.

Anyone may nominate any public-use highway or highway-related project in the U.S. or its possessions, but the project must have been completed since January 1, 1978. Entries nominated under Category IX, "Pavement Management" (see listing) must have been completed before January 1, 1972. Any project that won an award in the 1980 highway design competition is not eligible for nomination in this year's contest. Federal agencies' projects are eligible this year for the first time, under a separate new category.

Entry forms for the 1982 Biennial Awards competition may be obtained by calling or writing to the Federal Highway Administration office in each state (usually in the state capital) or the Office of Engineering (HNG-22), Federal Highway Administration, Washington, D.C. 20590, telephone (202) 426-0306.

Deadline for submitting nominations is Tuesday, June 15; entries postmarked later than June 15 cannot be accepted and will be returned.

This year's entries will compete for first, second, and third place awards in the following categories:

I. The urban highway

II. The rural highway

- more -

III. Major highway structures (bridges, overpasses, tunnel approaches, interchanges)

IV. Safety rest areas and truck weighing stations

V. Cost-saving innovations

VI. Environmental preservation and enhancement (cultural, historical, natural, and archeological sites)

VII. Inter-modal facilities (park-and-ride lots, transit malls, bicycle and pedestrian facilities, auto-restricted zones, pedestrian malls)

VIII. Highway improvements in federally-owned lands (national parks and and forests, Indian reservations, etc.)

IX. Pavement management

In announcing this year's contest, Barnhart said, "Over the past decade, highway planners and designers have faced formidable challenges to their professional ingenuity, technical ability, and available resources. Inflation, rising costs, decreased highway revenues, and changing transportation priorities are only a few of the problems making it more and more difficult to meet the growing demands of our increasingly mobile, highway-dependent society.

"However, in spite of these obstacles highway engineers have achieved remarkable success in developing functional, cost-effective, and environmentally harmonious highway facilities that promise long-term benefits and provide a safe and pleasurable driving experience for the highway user."

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U.S. Department
of Transportation

Federal Highway Administration

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

U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, March 15, 1982

FHWA 12-82
Contact: James Abbee
Bill Johnson
Tel.: (202) 426-0660

DOT PROPOSES NEW METHOD OF RECORDING DRIVER'S HOURS OF SERVICE

Can motor carriers develop a format to replace mandatory log forms for drivers in enforcing the hours of service limits of the Federal Motor Carrier Safety Regulations, yet reduce costly paperwork?

The U.S. Department of Transportation's Federal Highway Administration (FHWA) thinks so, and is requesting comments on alternatives to the mandatory log forms. FHWA's Bureau of Motor Carrier Safety issued a notice of proposed rulemaking on February 22 that would permit motor carriers to use a modified tachograph chart or a carrier-designed report form in place of the current log forms, if the alternative showed needed information on the driver's duty status.

The proposal is based on a one year test program in which selected carriers used the modified tacograph chart or a modified trip report instead of the log forms. The results of the test program indicated that the alternative methods could be acceptable ways of enforcing the hours of service rules, which are designed to ensure that drivers do not become too fatigued to drive safely. FHWA's proposal would also reduce burdens by exempting from recordkeeping requirements drivers of lightweight vehicles and, under some conditions, drivers who operate within a 100-mile radius from their point of origin.

The Notice (Docket No. MC-99, Notice No. 82-2) was published in the Federal Register on February 22, 1982.

Interested persons are requested to submit comments in writing to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590, by April 23, 1982.

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
March 16, 1982

FHWA 11-82
Contact: James Abbee
Bill Johnson
(202) 426-0660

DOT SAYS TRUCKERS NO LONGER NEED MAINTAIN ACCIDENT REGISTERS

The U.S. Department of Transportation's Federal Highway Administration has amended the Federal Motor Carrier Safety Regulations (FMCSR) to eliminate the requirement that motor carriers must maintain accident registers. The change is effective March 18, 1982.

Presently, FMCSR requires a motor carrier operating in interstate or foreign commerce to maintain an accident register at its principal place of business for a minimum of 3 years after the date of an accident. The accident register was established to assist federal safety investigators to determine if a carrier is in compliance with the accident reporting requirements of the FMCSR, and to detect possible unsafe operations.

FHWA's Bureau of Motor Carrier Safety, in a recent review of these rules, concluded that the requirement results in unneccessary duplication. Currently, carriers must list all reportable accidents in the accident register and, in addition, retain a copy of the accident report which is submitted to the Bureau.

The amendment is intended to reduce the paperwork burden on motor carriers, and will result in an approximate savings of 9,000 burden-hours -- with no adverse impact on safety.

The amendment was published in the February 16, 1982, issue of the Federal Register.

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
April 5, 1982

FHWA 13-82
Contact: James Abbee
Bill Johnson
Tel.: (202) 426-0660

DOT SEEKS COMMENTS ON PROPOSAL FOR WRITTEN EXAM FOR TRUCK DRIVERS

The Department of Transportation is considering revision of the Federal Motor Carrier Safety Regulation requiring commercial truck and bus drivers to take a written examination on Federal safety regulations before driving a motor vehicle in interstate or foreign commerce.

The written examination presently is used as a learning tool to familiarize drivers with the Federal Motor Carrier Safety Regulations, but there is no pass/fail requirement. The motor carrier that administers the test does issue a certificate to the drivers who have taken the examination.

The Department's Federal Highway Administration published an advance notice of proposed rulemaking in the March 4, 1982 Federal Register. This notice requests comments on the following options:

- Instituting a pass/fail requirement.
- Eliminating the requirement for the written test.
- Retaining the present requirement and updating the questions.

Written comments should be sent to the Director, Bureau of Motor Carrier Safety, Docket Number MC-100, Federal Highway Administration, Washington, D.C. 20590, on or before close of business on May 3, 1982.

# # # # #

U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
April 13, 1982

FHWA 14-82
Contact: James Abbee
Ruth Ann Patrick
Tel.: (202) 426-0660

NEW R&D HEAD APPOINTED FOR FEDERAL HIGHWAY AGENCY

Edwin M. Wood has been appointed to oversee the program activities of the Federal Highway Administration's Offices of Research and Development and serve as senior R&D policy advisor to the agency's chief, Administrator Ray A. Barnhart.

In his new role as the Federal Highway Administration's (FHWA) Associate Administrator for Research and Development, Wood succeeds Gerald D. Love, recently retired from government service and is now the Director of Education and Communications for the Asphalt Institute, College Park, Md.

Wood has 25 years' experience as a professional civil engineer with FHWA and its predecessor organization, the Bureau of Public Roads. He joined the agency in 1957 under the Highway Engineer Training Program and held a succession of engineering, program planning, and environment and highway design positions in FHWA's California, Nevada, Hawaii and Idaho Division Offices and in the Region 9 Office in San Francisco before becoming head of the Office of Development in FHWA's Washington Headquarters Office in 1979.

Prior to his present appointment, Wood also held the positions of Chief, Federal-Aid Division, Office of Engineering, and Director, Office of Highway Safety, in the FHWA Headquarters Office.

Wood holds a B.S. degree in civil engineering from Rensselaer Polytechnic Institute, Troy, New York, and is a member of several professional civil engineering and trade associations.

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
April 26, 1982

FHWA 15-82
Contact: James Abbee
Bill Johnson
Tel.: (202) 426-0660

NATIONWIDE SAFETY CHECK SET FOR COMMERCIAL TRUCKS

Federal Highway Administration investigators will conduct an intensive nationwide safety inspection of commercial trucks on May 11-13.

More than 140 investigators from the Bureau of Motor Carrier Safety in DOT's Federal Highway Administration will check compliance with Federal safety standards for trucks and their drivers.

Around the clock inspections will take place at 25 locations in 15 states, where truck traffic flow is known to be unusually heavy. The states involved ar Arkansas, Arizona, California, Idaho, Illinois, Louisiana, Massachusetts, Missouri, New Jersey, New York, Pennsylvania, Virginia, Washington, Wisconsin and Wyoming.

Commercial vehicles found to be unsafe or operated by unqualified drivers will be placed out of service until violations have been corrected.

Federal Highway Administrator Ray A. Barnhart said, "This administration intends to continue its efforts for commercial vehicle safety checks which help achieve our goal of decreasing commercial vehicle accidents and fatalities on our nation's highways."

# # # # #

U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, May 10, 1982

FHWA 16-82
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MORE THAN 40,500 MILES OF INTERSTATE HIGHWAY SYSTEM ARE NOW IN USE

More than 40,500 miles of the 42,500-mile Interstate Highway System are now open to traffic, Federal Highway Administrator Ray A. Barnhart reported today.

He said 40,529 miles, or 95.4 percent of the total system, are in use, but that only 7,168 miles are considered completed to final standards. Of the remaining 33,361 miles open, some 1,347 miles require major improvements, while 32,014 miles require only minor improvements.

Included in the total, according to the U.S. Department of Transportation's Federal Highway Administration, are 277 miles which were put into service in the 12 month period since December 31, 1980, some 192 miles of which were opened to traffic in the last quarter. Of the 277 miles, some 241 miles were on intercity routes identified for priority of completion. In addition, major improvements were completed on 235 miles already serving traffic.

"Active construction or improvement is underway on 2,913 miles of the system," Barnhart said. "This figure includes improvement to 2,245 miles which are already in use and construction of 668 new miles, or 1.6 percent of the entire system.

- more -

"As of December 31, 1981, work had either been completed or was underway on 99.6 percent or 42,333 miles of the Interstate System. Only 167 miles, or 0.4 percent, had not yet advanced to the point where public hearings had been held on proposed locations."

The Interstate System, as currently designated, consists of 33,016 miles of rural and 9,484 miles of urban highways. As of this report, 31,755 miles, or 96.2 percent of the rural mileage, and 8,774 miles, or 92.5 percent of the urban mileage are open to traffic.

In addition to the sections open to traffic, and under construction, engineering or right-of-way acquisition prior to construction was in progress on 984 miles. Route locations approval was pending on 152 additional miles for which public hearings had been held.

The status of the system as of December 31, 1981 is shown on the accompanying map and in detail in Table I. In summary, the status follows:

			Miles	Percent
Open to traffic			40,529	95.36
Complete or essentially complete	5,069	(Free)		
	2,099	(Toll)	(7,168)	
Minor improvement-needed	30,094			
-underway	1,920		(32,014)	
Major improvement-needed	859	(Free)		
	164	(Toll)		
-underway	324		(1,347)	
Under basic construction			668	1.57
Location approved, construction not started			984	2.32
Public hearings held-approval pending			152	0.36
No location action taken			167	0.39
			42,500	100.00

Some $83.7 billion has been put to work on the Interstate System since the program began in 1956. A breakdown of these obligations by state is given in Table II. The status of the Highway Trust Fund is reported in Table III.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF DECEMBER 31, 1981

TABLE 1

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS NOT OPEN TO TRAFFIC			OPEN TO TRAFFIC						STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS: ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS: COMPLETE OR ESSENTIALLY COMPLETE	TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE 2/	
ALABAMA	10.20	36.30	36.20	72.50	-	16.50	806.90	-	823.40	906.10	ALABAMA
ARIZONA	-	14.38	10.36	24.74	-	11.59	1,131.12	-	1,142.71	1,167.45	ARIZONA
ARKANSAS	-	2.25	-	2.25	-	20.16	500.35	3.58	524.09	526.34	ARKANSAS
CALIFORNIA	-	36.60	12.40	49.00	10.20	101.90	2,040.90	102.30	2,255.30	2,304.30	CALIFORNIA
COLORADO	-	24.16	14.33	38.49	-	16.86	874.27	21.14	912.27	950.76	COLORADO
CONNECTICUT	44.27	0.10	-	0.10	12.41	49.60	211.55	7.27	280.83	325.20	CONNECTICUT
DELAWARE	-	-	-	-	14.30	-	23.91	2.40	40.61	40.61	DELAWARE
DIST. OF COL.	0.25	2.67	0.38	3.05	-	2.69	9.28	-	11.97	15.27	DIST. OF COL.
FLORIDA	-	69.35	75.33	145.18	92.80	-	872.72	302.04	1,267.55	1,412.74	FLORIDA
GEORGIA	0.40	2.47	-	2.47	-	5.46	292.89	854.59	1,152.94	1,155.81	GEORGIA
HAWAII	10.85	-	4.26	4.26	-	3.97	6.87	25.44	36.28	51.39	HAWAII
IDAHO	4.62	1.70	1.94	3.64	-	77.72	278.78	247.04	603.54	611.80	IDAHO
ILLINOIS	6.14	3.20	17.70	20.90	155.39	-	1,529.67	3.03	1,688.09	1,715.13	ILLINOIS
INDIANA	21.30	-	-	-	156.90	-	936.69	21.53	1,115.12	1,136.42	INDIANA
IOWA	0.88	47.92	3.20	51.12	0.16	-	703.57	25.11	729.84	781.84	IOWA
KANSAS	-	9.71	11.84	21.55	187.31	4.99	606.54	3.31	799.15	820.76	KANSAS
KENTUCKY	-	2.40	8.02	10.42	-	67.22	610.26	52.85	730.33	740.75	KENTUCKY
LOUISIANA	7.80	43.52	3.97	47.49	-	-	588.17	74.58	662.75	718.04	LOUISIANA
MAINE	3.28	-	2.25	2.25	54.48	3.52	251.17	3.33	309.55	315.08	MAINE
MARYLAND	3.41	17.00	2.19	19.19	54.00	69.85	188.78	22.94	335.57	358.17	MARYLAND
MASSACHUSETTS	4.55	19.35	6.12	25.97	132.83	21.99	180.30	84.47	419.59	450.11	MASSACHUSETTS
MICHIGAN	36.00	8.30	4.60	13.40	5.50	6.30	203.50	911.20	1,126.50	1,177.90	MICHIGAN
MINNESOTA	9.77	26.89	16.54	43.43	-	0.94	847.02	11.70	859.65	912.86	MINNESOTA
MISSISSIPPI	-	1.40	-	1.40	-	6.30	666.30	9.20	681.80	683.20	MISSISSIPPI
MISSOURI	-	24.43	21.72	46.15	-	4.00	1,059.70	43.70	1,107.40	1,153.55	MISSOURI
MONTANA	-	53.80	12.05	65.85	-	38.12	539.78	544.74	1,122.64	1,188.49	MONTANA
NEBRASKA	-	-	-	-	0.23	-	478.49	2.75	481.43	481.48	NEBRASKA
NEVADA	-	11.74	47.83	59.57	-	3.12	331.59	147.06	483.77	543.34	NEVADA
NEW HAMPSHIRE	-	15.74	2.40	18.14	20.67	1.50	172.42	5.58	200.17	218.31	NEW HAMPSHIRE
NEW JERSEY	8.70	47.50	3.50	51.00	44.90	19.70	36.20	211.40	312.20	371.90	NEW JERSEY
NEW MEXICO	-	21.67	14.56	36.23	-	14.41	907.78	40.88	963.07	999.30	NEW MEXICO
NEW YORK	12.46	2.65	20.67	23.32	489.68	31.21	536.13	239.31	1,296.03	1,331.86	NEW YORK
NORTH CAROLINA	-	48.60	45.71	94.31	-	89.20	654.51	10.06	753.77	848.08	NORTH CAROLINA
NORTH DAKOTA	-	-	-	-	-	1.19	532.40	37.60	571.19	571.19	NORTH DAKOTA
OHIO	3.26	29.83	14.48	44.31	206.20	50.58	1,206.18	19.36	1,482.82	1,530.39	OHIO
OKLAHOMA	-	3.56	1.41	5.07	174.04	2.36	605.90	21.25	803.53	808.65	OKLAHOMA
OREGON	10.54	1.08	8.53	9.61	-	9.02	169.22	522.34	701.18	721.33	OREGON
PENNSYLVANIA	10.17	40.46	8.84	49.30	360.18	6.18	1,093.79	44.79	1,504.94	1,564.41	PENNSYLVANIA
RHODE ISLAND	23.67	-	-	-	0.60	3.94	68.15	2.57	75.36	99.03	RHODE ISLAND
SOUTH CAROLINA	7.82	3.40	25.85	29.25	-	-	729.72	4.77	734.49	771.56	SOUTH CAROLINA
SOUTH DAKOTA	-	7.82	13.24	21.06	-	15.18	571.52	70.97	657.67	678.73	SOUTH DAKOTA
TENNESSEE	-	7.50	4.60	12.10	-	23.80	1,000.80	-	1,024.60	1,036.70	TENNESSEE
TEXAS	6.60	49.34	51.57	101.51	-	175.74	2,770.47	103.25	3,054.47	3,162.58	TEXAS
UTAH	-	89.95	76.30	166.25	-	53.63	715.42	1.35	770.61	936.86	UTAH
VERMONT	-	10.79	-	10.79	-	0.21	297.33	12.23	309.77	320.56	VERMONT
VIRGINIA	9.86	39.95	25.48	65.44	5.05	69.81	905.02	12.95	992.83	1,068.13	VIRGINIA
WASHINGTON	1.50	73.99	23.15	97.14	-	32.57	599.96	32.53	665.16	763.80	WASHINGTON
WEST VIRGINIA	13.37	22.59	3.91	26.50	85.46	-	375.47	13.50	474.53	514.46	WEST VIRGINIA
WISCONSIN	-	-	-	-	-	39.69	538.05	3.34	578.08	578.08	WISCONSIN
WYOMING	-	5.60	10.33	15.93	-	10.22	755.46	133.99	897.67	913.60	WYOMING
PENDING 3/	45.72									45.72	PENDING 3/
TOTAL	319.39	983.87	667.76	1,651.63	2,263.29	1,182.94	32,014.02	5,058.73	40,528.93	42,500.00	TOTAL
PERCENT	0.7%	2.3%	1.6%	3.9%	5.3%	2.8%	75.4%	11.9%	95.4%	100.0%	PERCENT

INTERSTATE MILEAGE CHARGEABLE TO SECTION 103(e)(2) OF TITLE 23 U.S.C.

(HOWARD - CRAMER AMENDMENT)

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS	WORK IN PROGRESS NOT OPEN TO TRAFFIC			OPEN TO TRAFFIC						STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS: ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS: COMPLETE OR ESSENTIALLY COMPLETE	TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE	
CALIFORNIA	-	7.00	-	7.00	-	-	-	-	-	7.00	CALIFORNIA
CONNECTICUT	3.00	-	-	-	-	-	4.73	-	4.73	7.73	CONNECTICUT
FLORIDA	-	24.33	21.98	46.31	-	-	-	-	-	46.31	FLORIDA
GEORGIA	15.14	7.73	17.46	25.24	-	-	9.71	-	9.71	50.09	GEORGIA
LOUISIANA	-	145.46	-	145.46	-	-	-	-	-	145.46	LOUISIANA
MARYLAND	11.46	-	-	-	-	35.29	-	-	35.29	46.75	MARYLAND
MASSACHUSETTS	-	10.19	2.81	13.00	-	7.40	-	-	7.40	20.40	MASSACHUSETTS
NEW JERSEY	-	-	-	-	-	-	-	27.30	27.30	27.30	NEW JERSEY
NEW YORK	9.70	14.40	25.65	40.05	-	2.90	10.64	1.80	15.34	65.09	NEW YORK
RHODE ISLAND	21.94	-	-	-	2.51	2.94	-	-	5.45	27.39	RHODE ISLAND
TOTAL	61.24	209.15	67.90	277.06	2.51	48.53	25.08	29.10	105.22	443.52	TOTAL
PERCENT	13.8%	47.2%	15.3%	62.5%	0.6%	10.9%	5.6%	6.6%	23.7%	100.0%	PERCENT

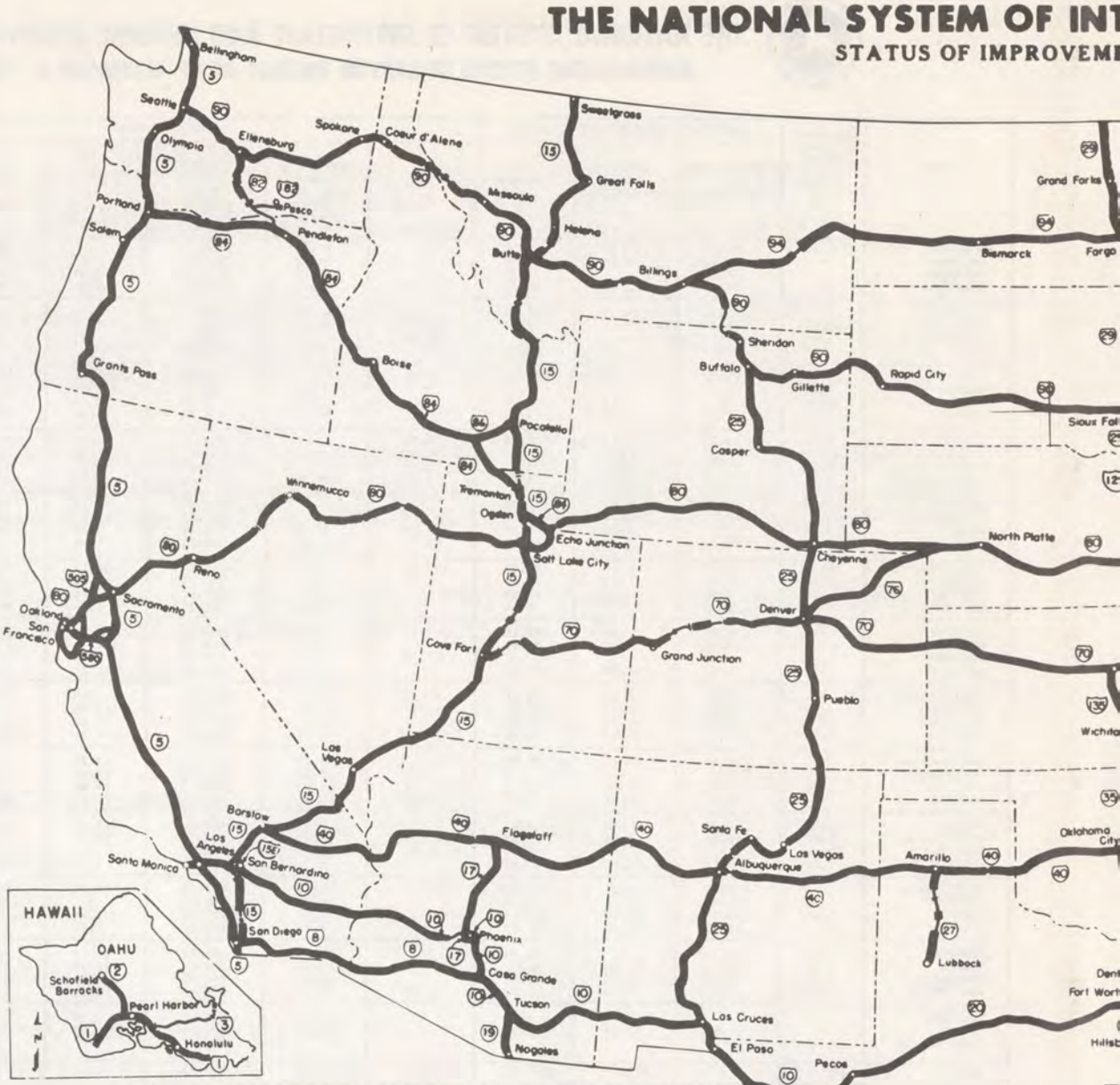
1/Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.

2/Total designated system mileage excludes the mileage chargeable to Section 103(e)(2) and 139 of Title 23, U.S.C.

3/Mileage which has not been assigned to any specific route and is being held in reserve for final measurement of the System.

THE NATIONAL SYSTEM OF INT

STATUS OF IMPROVEM



COMPLETED OR IMPROVED AND OPEN TO TRAFFIC

Completed to full or acceptable standards, or improved to standards.

Adequate for present traffic; built with Interstate or other public funds.

MAJOR TOLL ROADS

Incorporated in the Interstate System

UNDER CONSTRUCTION

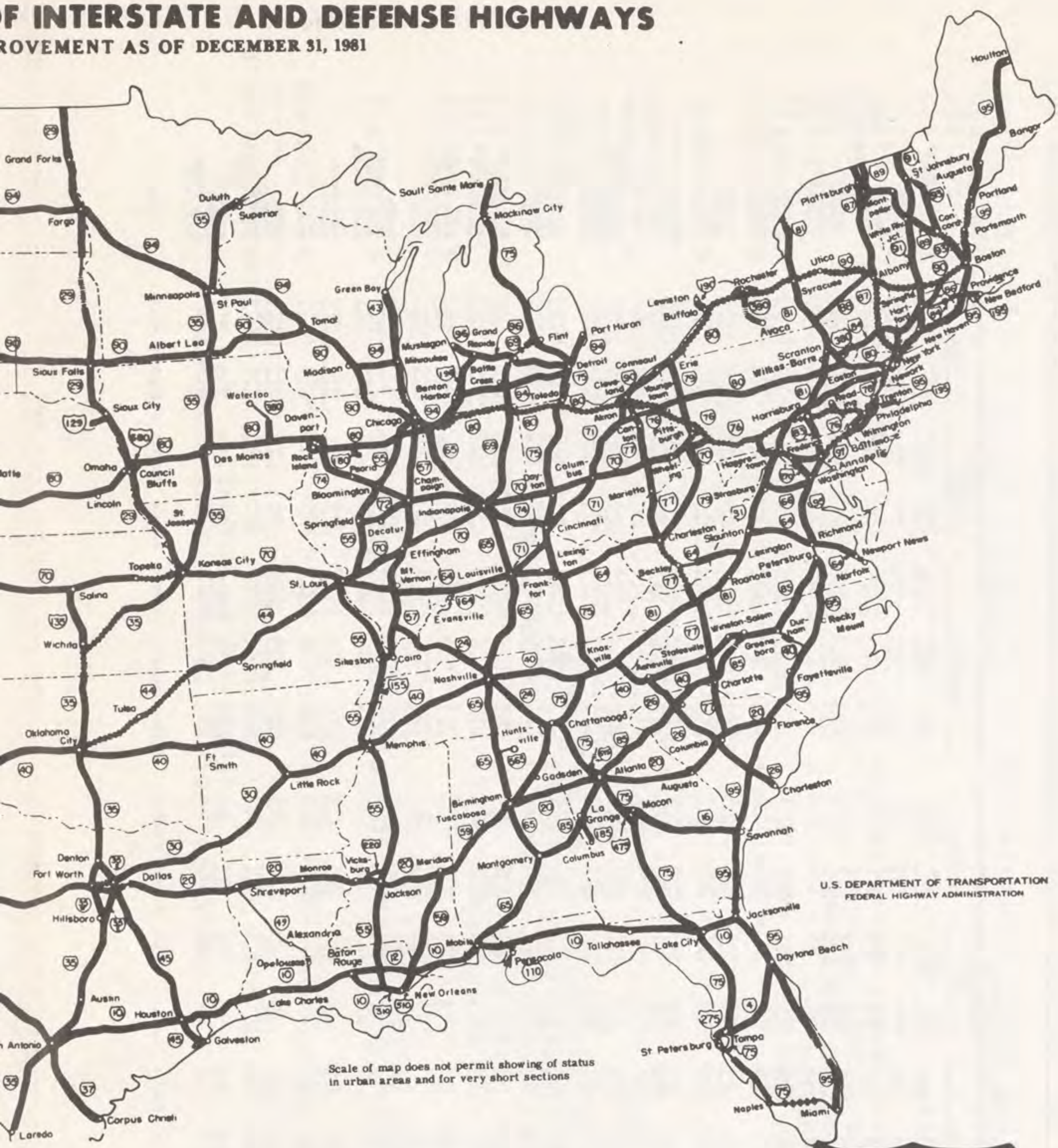
PRELIMINARY STATUS OR NOT YET IN PROGRESS

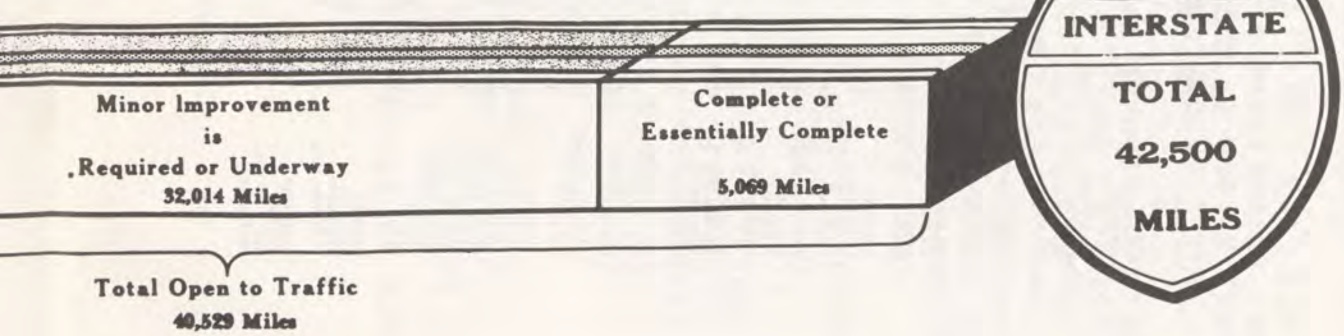
Plan preparation and right-of-way acquisition completed or underway on many portions of these sections

Preliminary Status or Not Yet in Progress		Engineering and Right-of-Way in Progress	Under Basic Construction	Toll	Adequate Present Traffic	
319 Miles		984 Miles	668 Miles	2,288 Miles	1,183 Miles	.R

F INTERSTATE AND DEFENSE HIGHWAYS

ROVEMENT AS OF DECEMBER 31, 1981





NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS
ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF DECEMBER 31, 1981 LF01M13A-1

/MILLIONS OF DOLLARS/ TABLE II

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE							STATE
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL		
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	
ALABAMA	185.5	165.4	58.4	215.9	193.9	401.4	359.2	1,371.7	1,218.4	1,749.3	96.1	83.9	1,467.8	1,302.2	ALABAMA
ALASKA	21.6	20.6	14.6			21.6	20.6	16.9	15.3	11.3			16.9	15.3	ALASKA
ARIZONA	114.0	105.8	104.2	114.7	108.6	228.7	214.4	1,048.5	963.9	2,560.5	91.8	84.5	1,140.3	1,048.4	ARIZONA
ARKANSAS	89.8	79.4	69.9	37.3	33.6	127.1	113.0	503.7	447.7	1,081.1	53.0	46.1	556.6	493.8	ARKANSAS
CALIFORNIA	838.0	749.8	327.0	710.0	646.0	1,548.0	1,395.9	3,950.5	3,424.3	2,795.2	1,411.3	1,146.4	5,361.8	4,570.7	CALIFORNIA
COLORADO	182.8	165.7	134.3	76.8	70.0	259.7	235.7	948.2	850.4	1,870.2	101.1	88.7	1,049.3	939.1	COLORADO
CONNECTICUT	194.3	169.1	42.0	216.8	193.4	411.1	362.5	626.7	537.6	273.7	148.7	131.1	775.4	668.7	CONNECTICUT
DELAWARE	76.5	64.2	49.3	6.1	4.8	82.6	69.1	176.4	156.9	46.8	34.9	30.6	211.3	187.6	DELAWARE
FLORIDA	759.4	676.3	343.6	383.6	326.6	1,143.0	1,002.8	1,470.2	1,286.2	2,118.7	247.8	205.0	1,718.1	1,491.2	FLORIDA
GEORGIA	747.0	670.1	298.9	220.1	198.1	967.2	868.2	1,205.5	1,066.6	1,422.4	124.5	110.1	1,330.0	1,176.8	GEORGIA
HAWAII	194.6	172.5	5.6	110.3	91.4	304.9	263.8	431.8	371.9	73.8	72.2	61.5	504.0	433.5	HAWAII
IDAHO	58.2	53.6	95.7	17.4	16.1	75.7	69.7	358.4	327.9	1,393.0	39.9	35.2	398.3	363.1	IDAHO
ILLINOIS	316.5	275.3	2.4	65.4	57.7	381.9	333.1	3,168.1	2,758.3	1,986.8	416.0	356.2	3,584.1	3,114.5	ILLINOIS
INDIANA	44.2	38.1	151.6	9.6	8.6	53.8	46.7	1,323.5	1,181.6	1,309.6	208.2	187.2	1,531.7	1,368.8	INDIANA
IOWA	102.0	90.0	170.4	57.7	51.7	159.8	141.7	803.3	704.1	1,784.4	124.0	103.0	927.3	807.1	IOWA
KANSAS	195.5	175.6	47.3	32.2	29.0	227.7	204.6	620.3	546.3	1,719.4	116.7	104.3	737.0	650.6	KANSAS
KENTUCKY	220.0	195.7	37.4	46.8	42.1	266.8	237.8	1,215.8	1,080.9	1,407.8	179.5	155.3	1,395.2	1,236.2	KENTUCKY
LOUISIANA	279.0	250.6	40.8	221.5	199.2	500.5	449.8	1,577.4	1,408.6	802.0	141.3	124.7	1,718.7	1,533.3	LOUISIANA
MAINE	15.5	13.9	20.3	9.2	8.1	24.7	22.0	368.5	326.1	821.7	33.0	28.8	401.5	354.9	MAINE
MARYLAND	952.6	874.2	47.8	250.5	220.3	1,203.0	1,094.5	911.6	793.1	485.0	102.1	89.5	1,013.7	882.6	MARYLAND
MASSACHUSETTS	357.3	314.7	55.9	97.8	88.4	455.1	403.1	1,064.6	911.5	447.9	240.2	209.0	1,304.7	1,120.5	MASSACHUSETTS
MICHIGAN	326.2	288.4	104.7	244.8	219.8	571.0	508.2	1,995.9	1,714.9	1,617.4	384.9	327.4	2,380.8	2,042.4	MICHIGAN
MINNESOTA	218.3	194.6	16.5	118.3	106.1	336.6	300.6	1,134.8	1,068.8	1,606.6	283.0	253.6	1,467.8	1,322.4	MINNESOTA
MISSISSIPPI	94.6	82.4	152.4	45.8	41.0	140.4	123.3	693.6	608.8	1,383.8	48.8	41.0	742.4	649.8	MISSISSIPPI
MISSOURI	296.3	264.3	143.2	102.9	83.0	399.2	347.3	1,445.5	1,284.7	1,695.9	250.5	221.5	1,696.0	1,506.2	MISSOURI
MONTANA	137.0	124.0	120.0	29.1	26.3	166.1	150.3	840.6	758.5	1,948.7	72.5	64.1	913.1	822.6	MONTANA
NEBRASKA	36.4	27.8	153.4	14.3	12.8	50.7	40.6	374.4	332.4	1,036.1	58.9	52.1	433.3	384.5	NEBRASKA
NEVADA	85.0	80.2	55.1	97.2	92.3	182.1	172.5	387.6	361.2	801.9	18.7	16.8	406.2	378.0	NEVADA
NEW HAMPSHIRE	30.8	27.6	12.0	15.4	13.8	46.2	41.4	338.4	297.3	387.6	37.0	32.4	375.3	329.6	NEW HAMPSHIRE
NEW JERSEY	287.9	249.3	33.4	192.8	166.0	480.7	415.3	1,146.6	989.6	361.6	225.1	196.6	1,371.6	1,186.2	NEW JERSEY
NEW MEXICO	192.9	175.9	233.3	36.1	33.7	229.0	209.5	604.5	553.4	1,722.5	61.0	53.2	665.5	606.5	NEW MEXICO
NEW YORK	559.0	477.1	100.7	257.3	230.7	816.3	707.9	2,819.3	2,432.7	1,109.2	460.0	393.0	3,279.3	2,825.7	NEW YORK
NORTH CAROLINA	213.6	191.4	99.8	93.8	82.4	307.5	273.8	911.6	800.2	1,705.5	105.3	92.8	1,016.9	893.0	NORTH CAROLINA
NORTH DAKOTA	38.0	29.4	260.1	2.9	2.2	40.9	31.7	353.0	313.9	1,543.9	25.5	22.2	378.4	336.1	NORTH DAKOTA
OHIO	417.6	366.8	208.7	132.6	119.3	550.3	486.2	2,395.7	2,080.3	1,750.7	771.6	672.9	3,167.3	2,753.2	OHIO
OKLAHOMA	95.5	85.4	7.3	70.9	63.6	166.4	148.9	575.6	506.3	1,380.1	45.2	38.9	620.8	545.2	OKLAHOMA
OREGON	261.2	240.5	62.0	131.7	107.0	392.9	347.5	1,049.5	942.3	1,699.8	137.7	123.2	1,187.2	1,065.5	OREGON
PENNSYLVANIA	1,035.4	885.6	425.7	481.2	413.4	1,516.7	1,299.0	1,817.1	1,582.5	1,245.8	258.3	217.7	2,075.4	1,800.2	PENNSYLVANIA
RHODE ISLAND	32.4	28.7	7.6	19.9	17.8	52.3	46.5	251.4	218.7	103.2	67.9	57.7	319.2	276.5	RHODE ISLAND
SOUTH CAROLINA	101.0	90.8	117.8	14.4	12.9	115.4	103.7	605.4	544.0	1,299.0	57.2	50.8	662.6	594.8	SOUTH CAROLINA
SOUTH DAKOTA	59.0	53.0	90.5	4.7	4.2	63.7	57.2	414.1	369.0	1,296.7	29.6	26.2	443.7	395.2	SOUTH DAKOTA
TENNESSEE	238.3	212.6	138.6	84.9	76.4	323.2	289.0	1,391.5	1,248.7	2,306.6	253.1	223.9	1,644.6	1,472.6	TENNESSEE
TEXAS	813.9	712.1	328.4	220.3	198.1	1,034.2	910.2	2,840.9	2,508.0	4,729.1	467.4	416.5	3,308.3	2,924.5	TEXAS
UTAH	195.2	182.8	54.9	105.0	99.5	300.2	282.3	812.8	750.8	1,740.6	78.9	70.5	891.7	821.4	UTAH
VERMONT	38.4	34.6	37.3	4.3	3.6	42.7	38.1	436.2	388.6	907.6	44.8	36.9	481.0	425.5	VERMONT
VIRGINIA	413.4	371.9	156.0	185.3	165.3	598.7	537.2	2,146.1	1,910.7	1,945.1	250.3	221.4	2,396.4	2,132.0	VIRGINIA
WASHINGTON	400.4	362.8	114.3	240.2	217.7	640.7	580.6	1,437.2	1,256.4	1,438.4	208.8	181.6	1,646.0	1,438.0	WASHINGTON
WEST VIRGINIA	677.2	610.2	82.8	138.8	124.9	816.0	735.1	1,166.0	1,047.4	508.0	148.9	132.9	1,314.9	1,180.3	WEST VIRGINIA
WISCONSIN	48.0	42.5	98.0	22.1	19.7	70.1	62.2	682.8	611.4	1,449.1	108.9	96.3	791.7	707.7	WISCONSIN
WYOMING	64.1	58.5	87.4	9.4	8.6	73.5	67.1	565.7	516.6	2,384.1	33.5	29.7	599.2	546.4	WYOMING
DIST. OF COL.	71.2	54.9	3.7	66.4	57.7	137.7	112.7	305.1	267.7	35.7	66.3	58.4	371.3	326.1	DIST. OF COL.
PUERTO RICO															PUERTO RICO
TOTAL	13,422.6	11,926.8	5,618.1	6,082.8	5,407.4	19,505.5	17,334.2	55,150.0	48,643.4	69,295.7	9,041.6	7,803.5	64,191.7	56,446.9	TOTAL

TABLE III - STATUS OF THE HIGHWAY TRUST FUND
(THOUSANDS OF DOLLARS)

	10/1/81-12/31/81
BALANCE AT BEGINNING OF PERIOD	$ 9,259,443
INCOME:	
TAX REVENUE:	
MOTOR-FUEL TAXES ($.04 PER GALLON, NET AFTER REFUNDS)	$ 1,184,216
LESS MOTORBOAT FUEL REVENUE 1/	-
NET FOR HIGHWAYS	$ 1,184,216
TRUCKS AND TRAILERS (10% OF WHOLESALE PRICE)	191,182
TIRES, TUBES (HIGHWAY $.10, OTHER $.05/LB.) TREAD RUBBER ($.05/LB.)	168,261
VEHICLE USE (VEHICLES OVER 26,000 POUNDS, $3 PER 1,000 POUNDS)	89,350
TRUCK PARTS AND ACCESSORIES (8% OF WHOLESALE PRICE)	51,034
LUBRICATING OIL ($.06 PER GALLON, NET AFTER REFUNDS)	22,851
TOTAL EXCISE REVENUES	$ 1,706,894
INTEREST EARNED	502,028
TOTAL INCOME	$ 2,208,922
DISBURSEMENTS:	
FOR HIGHWAYS	$ 2,270,086
RIGHT-OF-WAY REVOLVING FUND	-5,425
HIGHWAY SAFETY CONSTRUCTION	6,289
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT	963
TRUST FUND SHARE OTHER HIGHWAY PROGRAMS	12,489
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	48,709
TOTAL DISBURSEMENTS	$ 2,333,111
BALANCE AT END OF PERIOD	$ 9,135,254
UNPAID AUTHORIZATIONS (12-31-81) (ROUNDED TO MILLIONS)	$25,653,000
BALANCE LESS LIABILITY FOR UNPAID AUTHORIZATIONS	-$16,517,746

1/ TRANSFERRED TO THE LAND AND WATER CONSERVATION FUND PURSUANT TO TITLE II, SECTION 202, PUBLIC LAW 88-578, EFFECTIVE JANUARY 1, 1965.

THE FEDERAL SHARE OF THE FEDERAL-AID HIGHWAY PROGRAM (INTERSTATE, PRIMARY, SECONDARY AND URBAN) IS WHOLLY FINANCED BY HIGHWAY USERS ON A PAY-AS-YOU-BUILD BASIS.

U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
May 24, 1982

FHWA 18-82
Contact: James Abbee
Richard Reilly
Tel.: (202) 426-0660

DOT OFFICIAL ANNOUNCES FIRST WINNERS OF NEW AWARD FOR RIDESHARING

Federal Highway Administrator Ray A. Barnhart has announced that nine organizations have been selected to receive the Administrator's Award for Ridesharing.

The award was established this year by the Department of Transportation's Federal Highway Administration to honor organizations which made significant contributions to advance ridesharing, and support cost effective transportation. It will be presented annually.

"The award winners come from all segments of the public and private sectors and reflect the highest standards of excellence in ridesharing nationally," Administrator Barnhart said. "I believe that these award-winning programs will serve as exemplary models to foster even greater ridesharing across the nation."

More that 80 nominations were received. Judging was on the basis of achievement, innovation, comprehensiveness and commitment.

The 1982 winners, each of whom will receive a special plaque, and the reasons for their selections are:

* Metropool Incorporated, Stamford, Connecticut - Metropool is a joint public-private endeavor representing over 100 employers in Connecticut and New York. The formula for employer contributions to Metropool is based on the total per capita employee population residing in the service area, with a cap of $5,000 for any employer with more than 700 employees. Metropool meets the transportation needs of employers with an innovative package of services that includes shuttle service to commuter rail stations and zoning and land use alternatives that encourage ridesharing.

* Westinghouse Electric Corporation, Pittsburgh, Pennsylvania - Westinghouse operates a comprehensive transportation program for its employees that includes transit pass subsidies and preferential rideshare parking. This aggressive program has achieved a remarkable 90 percent participation rate and top Westinghouse executives are encouraging state and national policymakers to support ridesharing.

- more -

* R. J. Reynolds Tobacco Company, Winston-Salem, North Carolina - R. J. Reynolds provides ridesharing options to its 14,000 employees as part of a comprehensive energy conservation program. R. J. Reynolds executives also provide ridesharing assistance to other employers and serve on the Governor's Ridesharing Task Force.

* 3M Company, St. Paul, Minnesota - 3M is a pioneer in ridesharing with the nation's first employer-sponsored vanpool program in 1973. 3M continues to pursue new concepts in employee transportation, such as subscription and fixed route buspools and short distance vanpools that can make two trips a day instead of the more typical single round trip.

* Houston Independent School District, Houston, Texas - The school district operates a program for its employees that in the first year of operation created 138 vanpools and 1,000 carpools at more than 230 separate facilities. The school district also operates a shuttle service to connect various worksites to nearby transit routes.

* J. C. Carter, Warrensburg, Missouri - Mr. Carter owns and operates a 45 passenger buspool for fellow employees at the Bendix Corporation. He has shared the ride for 24 years and started his buspool two years ago. This pioneering effort has encouraged other individuals to start their own buspools.

* Atlantic Richfield Company, Los Angeles, California - ARCO is a national leader in company-sponsored ridesharing. ARCO's program encompasses a wide range of ridesharing services and incentives, including reduced parking rates for pool vehicles, transportation subsidies for ridesharing, and technical assistance to other employers. ARCO also financially supports the services of Commuter Computer, the Los Angeles Areawide Rideshare Agency.

* Southern Arizona Mining Industry, Arizona - This group of five mining companies which includes Anamax Mining, Anaconda Copper, Cyprus Pima Mining, Duvall and Phelps Dodge, has achieved an average ridesharing participation of 70 percent. This represents 5,000 emloyees sharing the ride. These programs serving remote sites, with round trips of 60 to 120 miles, emphasize work scheduling flexibility to accommodate ridesharing arrangements.

* Seattle/King County Commuter Pool, Seattle, Washington - Commuter Pool is one of the most successful and innovative ridesharing programs in the country. Beside providing all forms of ridesharing support, Commuter Pool has taken a lead role in establishing flextime programs among employers, securing passage of state ridesharing tax incentives legislation, developing parking management programs, and working with developers to support ridesharing.

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
May 25, 1982

FHWA 19-82
Contact: James Abbee
Richard Reilly
Tel.: (202) 426-0660

NEW DOT PUBLICATION REPORTS AVERAGE COST OF DRIVING YOUR CAR

If you buy an intermediate size American car and drive it 120,000 miles over a 12-year period, it will cost you $28,640, or 23.8 cents a mile.

This is disclosed in a new Department of Transportation publication, "Cost of Owning and Operating Automobiles and Vans, 1982." Developed by the department's Federal Highway Administration, it is an update of a 1979 report.

The publication also reveals that it now costs 26.6 cents per mile to drive a large size car; 21.4 cents for a compact; 18.9 cents for a subcompact, and 33.2 cents per mile for a van. Complete details on the breakdown of the costs are shown in accompanying tables.

For the intermediate size car purchased for $7,449 and driven 120,000 miles over a 12-year period, it will cost about $7,699 (excluding taxes) for some 6,314 gallons of gasoline; about $6,033 to keep it maintained and in repair; $3,991 to insure it; $939 for parking and tolls, and $1,586 in automotive taxes.

These figures are based on a study tracing selected vehicles and their costs through a 12-year lifetime of 120,000 miles, which is considered reasonable from a study of odometer readings and the average age of passenger cars in use up to and including mid 1981. Usually, a car or van passes through three or more owners during its life span.

Some other findings disclosed in "Cost of Owning and Operating Automobiles and Vans, 1982," include:

* Depreciation is still the single greatest cost of owning and operating most passenger vehicles during a 12-year life span. The cost of gasoline, however, is overtaking depreciation cost and exceeds it for the intermediate sized vehicle studied.

- more -

* The "annual trader" drives a current model car all the time, but depreciation for an intermediate size automobile will cost him about $22,188 over a 12-year period since a new car depreciates most in the first year.

* The "2-year trader" pays about $17,394 in depreciation, and even more can be saved by becoming a "3-year trader." However, after the first year, a series of outlays for tire replacement, repairs and incidentals begins to offset the savings in depreciation.

* The difference in gasoline costs alone between the 1981 model large size car and the subcompact over the lives of the vehicles is $3,741 (including Federal and state taxes of four cents and nine cents per gallon respectively). Over the first three years, gasoline will cost $1,763 more for the large car than for the subcompact.

* Automotive taxes, which are used primarily for roads, average only 5.4 percent of total ownership and operating costs. Taxes as a portion of total costs have been declining steadily. In 1970 automobile taxes comprised about 12 percent of the total cost of owning and operating a car.

* The average age of an American car — 6.6 years — is higher now than it has been at any time since the post World War II period.

The costs in this study reflect prices in suburban Baltimore, Md. However, a worksheet is included in the publication which will aid in converting the cost figures to any other locality.

"Cost of Owning and Operating Automobiles and Vans, 1982," was compiled by the Federal Highway Administration's Highway Statistics Division. Single copies of the report are available from the Consumer Information Center, Pueblo, Colorado 81009; quantities may be obtained from the Federal Highway Administration's Office of Public Affairs (HPA-1), 400 Seventh Street, S.W., Washington, D.C. 20590.

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U.S. Department
of Transportation

Federal Highway Administration

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

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
June 4, 1982

FHWA 20-82
Contact: James Abbee
Richard Reilly
(202) 426-0660

LEWIS NAMES MEMBERS TO NEW MOTOR CARRIER ADVISORY COMMITTEE

Secretary of Transportation Drew Lewis today announced appointments to a new National Motor Carrier Advisory Committee which will act in an advisory capacity to the U.S. Department of Transportation's Federal Highway Administration.

"The Committee, which will develop reports and recommendations intended to improve the effectiveness of motor carrier programs administered by FHWA, represents a cross section of viewpoints concerning motor carrier policies," Secretary Lewis said.

He added that meetings will be held at least semi-annually, and more frequently as required. The meetings will be open to the public and will be announced in advance in the Federal Register.

The Committee's first meeting tentatively is scheduled for June 22 in the Department of Transportation Headquarters Building in Washington, D.C.

A Chairperson and Vice Chairperson of the Committee will be selected in the near future, and Thomas P. Holian of the FHWA Chief Counsel's Office has been designated the Committee's Executive Director.

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Those who will serve on the Committee are:

Charles Brady, Director of Highways, Automobile Association of America (AAA), Rockville, Maryland.

John J. Brady, President and Chief Operating Officer, Samuel Jackson Fusee Company, Inc., Oxford, Maryland.

W. T. Cassels, President, Southeastern Freight Lines, Columbia, South Carolina.

Glendon (Glen) B. Craig, Commissioner, California Highway Patrol, Elk Grove, California.

Ralph V. Durham, Director, Safety and Health, Teamsters, Arlington, Virginia.

Joy Fitzgerald, Independent Truckers Association, Collins, Iowa.

R. Polk Gordon, Virginia State Corporation Commission, (Chairman, National Association of Regulatory Utility Commissioners, Staff Subcommittee on Motor Carrier), Richmond, Virginia.

Peter Griskivich, Vice-President and Director, Motor Truck Manufacturers Division, Motor Vehicle Manufacturers Association, Washington, D.C.

Richard Haupt, Director, Transportation and Traffic Office, Ford Motor Company, Birmingham, Michigan.

James L. Kerrigan, Chairman and Chief Executive Officer, Trailways, Dallas, Texas.

Lewis Louderback, Chairman of the Board, Louderback-North American Van Lines, Bryn Mawr, Pennsylvania.

David B. Miller, Chief Counsel, Scranton-Lackawanna Health and Welfare Authority, Scranton, Pennsylvania.

Daniel N. Myers, Vice President, Government Relations and General Counsel, National LP-Gas Association, Woodbridge, Virginia.

Thomas A. Phemister, Director, Bureau of Explosives, Association of American Railroads, Reston, Virginia.

Anthony Rezoski, Head, Commercial Auto Unit and Director of Product Management, Travelers Insurance Company, Marlborough, Connecticut

Stanley Schoelerman, President, Petersen Sheep and Cattle Company, formerly Commissioner, Iowa Department of Transportation, Spencer, Iowa.

Thomas C. Schumacher, Executive Vice President, California Trucking Association, Foster City, California.

William K. Smith, Vice-President and Director of Transportation, General Mills, Inc., Minneapolis, Minnesota.

T. R. (Dick) Swennes, President and General Manager, Covoy Company, Portland, Oregon; Member of the Executive Committee, ATA, Portland, Oregon.

Bennett Whitlock, President, American Trucking Associations, Inc., Annandale, Virginia.

Liaison Members (Nonvoting members):

Allen D. Dowd; Paul R. Chagnon (alternate), Military Traffic Management Command, Department of Defense, (202) 756-1762.

Karlheinz Morell, Attorney Advisor to the Chairman, Interstate Commerce Commission, (202) 275-1912.

James E. Orlando, Director, Transportation Services Office, U.S. Postal Service, (202) 245-4051.

Robert K. St. Francis, Director, Office of Fleet Management, U.S. Postal Service, (202) 245-5713.

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
June 9, 1982

FHWA 21-82
Contact: James G. Abbee
Bill Johnson
Tel.: (202) 426-0660

NEW DOT-SPONSORED REPORT ON CARGO TANK SPILLAGE ACCIDENTS NOW AVAILABLE

A U.S. Department of Transportation-sponsored report which recommends solutions to the problem of cargo leakage in overturn accidents involving highway tankers hauling gasoline and other flammable and combustible liquids is now available from the National Technical Information Service, Springfield, Virginia.

The report is entitled, "Cost-Effective Methods of Reducing Leakage Occurring in Overturn of Liquid-Carrying Cargo Tanks".

It was prepared by Dynamic Science, Inc., of Phoenix, Arizona, under a contract with the Federal Highway Administration's Bureau of Motor Carrier Safety.

Cargo tanks are the major highway transport vehicles used for the movement of combustible and flammable liquids, the most hazardous of which is gasoline. When these types of tanks are involved in an accident, there is a high potential for a tank to explode into flames. Approximately 600 persons died and nearly 4,400 others were injured in tank truck accidents during the period 1976 through 1980. Inadequate design and poor maintenance on tank product retention items such as valves, hatches, and others results in high leakage rates.

According to the report, the manhole assembly, loading/unloading, venting and pressure-actuated venting devices were identified as primary leakage sources in the current design of the cargo tank and its components, along with gasket and seal deterioration and questionable carrier maintenance practices. Fifty-seven percent of all leakage, in 61 tested tanks, came from the manhole assembly.

The report recommended that:

-- Parts, accessories, gaskets, components, and materials used to comprise the product retention items be capable of periodic design performance verification.

- more -

-- All product retention items used in construction be capable of having original performance capabilities verified by periodic inspection and testing.

-- Manholes have structural capability of withstanding internal fluid pressures of 15 pounds per square inch without permanent deformation.

-- Safety devices be provided to prevent the manhole and/or fill cover from opening when internal pressure is exerted.

The report concluded that the existing cargo tank systems do not provide the assured capability of cargo tank structures, systems, components, safety devices, and all other integral and supportive tank features to retain liquid hazardous materials in overturn accidents.

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U.S. Department
of Transportation

Federal Highway Administration

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

U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
June 28, 1982

FHWA 22-82
Contact: James Abbee
Richard Reilly
(202) 426-0660

ENGINEERING PROFESSORS FROM 54 UNIVERSITIES TO TAKE PART IN DOT HIGHWAY SAFETY SEMINAR

Federal Highway Administrator Ray A. Barnhart today announced that 54 civil engineering professors and instructors from U.S. universities and colleges have been invited to participate in the first "Highway Safety Conference for College Faculty".

The conference, June 28-July 2 in Washington, D.C., is designed to enhance safety awareness in the academic community. It is sponsored by the Federal Highway Administration's Office of Highway Safety, Implementation Division, and National Highway Institute.

Barnhart said that the meeting's objectives are:

1. To make the faculty members aware of FHWA highway safety training materials that are available for classroom use.

2. To brief them on new safety-related hardware (such as guard rail and barrier systems), design practices, and promising research programs.

- more -

3. To provide a forum for an evaluation of FHWA's safety training programs and for suggestions on how they can be modified to be more usable in college engineering courses.

"Professors and instructors were selected for participation in the conference on the basis of long-standing teaching responsibilities in highway safety, or because they are planning to initiate new courses or substantially expand their present emphasis on highway safety," Barnhart said.

Administrator Barnhart will formally open the conference at 1 p.m. on Monday, June 28. Senator Steven Symms (R., Idaho), Chairman of the Senate Transportation Subcommittee, will be the featured speaker at a banquet Wednesday evening, June 30. Luncheon speakers and their topics will include Thomas Carr, Manager of Safety Affairs for the Motor Vehicle Manufacturers Association, "The Small Car," Tuesday, June 29; and Peter G. Koltnow, President of the Highway Users Federation for Safety and Mobility, "Accommodate the Pedestrian," Thursday, July 1.

Other conference speakers will include, Edwin M. Wood, FHWA Associate Administrator for Research and Development; Marshall Jacks, Jr., FHWA Associate Administrator for Safety, Traffic Engineering, and Motor Carriers; Dr. Donald L. Woods, Texas Transportation Institute; and Tony Schmig and Roy Anderson, National Transportation Safety Board.

General sessions and panel meetings will be held in the Department of Transportation headquarters building, while the lunches and banquet will be at the Capitol Holiday Inn.

The participants and the universities and colleges they represent are as follows:

Dr. James D. Brogan, the University of New Mexico; Professor David Jay Shorr, Villanova University; Dr. Thomas C. Ferrara, California State University, Chico; Dr. Daniel S. Turner, University of Alabama; Dr. Eugene M. Wilson, University of Wyoming; Dr. Ronald W. Eck, West Virginia University; Ronald C. Pfefer, Northwestern University; Dr. Gilbert T. Satterly, Jr., Purdue University; Professor Herbert S. Levinson, University of Connecticut; Dr. C. J. Khisty, Washington State University.

Dr. Snehamey Khasnabis, Wayne State University; Professor John W. Hutchinson, University of Kentucky; Professor Roy B. Sawhill, University of Washington; Professor Robert T. Alguire, University of Arkansas; Dr. Judson C. Matthias, Arizona State University; Dr. Olin K. Dart, Jr., Louisiana State University; Dr. Robert H. Paddock, University of Wisconsin-Extension; Professor C. Michael Walton, University of Texas at Austin; Dr. Robert H. Wortman, University of Arizona; Professor Thomas H. Culpepper, Auburn University.

Professor Edmond T. Miller, University of Alabama in Birmingham; Dr. Martin T. Lipinski, Memphis State University; Dr. Leonard B. West, Jr., University of Oklahoma; Dr. Glen S. Thurgood, Brigham Young University; Dr. Robert D. Layton, Oregon State University; Dr. Donald E. Cleveland, University of Michigan; Dr. Charles E. Dare, University of Missouri-Rolla; Dr. Eric L. Van Fleet, Central Missouri State University; Professor Nicholas J. Garber, University of Virginia.

Dr. John W. Fuller, University of Iowa; Dr. James L. Taylor, University of Notre Dame; Professor Jack B. Humphreys, University of Tennessee; Professor Robert E. Stammer, Jr., Vanderbilt University; Charles G. Maule, Oklahoma State University; Professor William S. Pollard, Jr., University of Colorado at Denver; Professor Peter J. Clark, California State Polytechnic University; Professor Mark D. Abkowitz, Rensselaer Polytechnic Institute; Professor J. Edwin Clark, Clemson University; Milton L. Radke, Texas A&M University System; Professor Feng-Bor Lin, Clarkson College; Ms. Constance Jordan, Alabama Agricultural and Mechanical University; Professor Bob L. Smith, Kansas State University; Professor Nagui M. Rouphail, University of Illinois at Chicago Circle.

Thomas L. Maleck, Michigan State University; Professor Ramey O. Rogness, North Dakota State University; Professor Kenneth A. Brewer, Iowa State University; Dr. Joe King, Jackson State University; Professor David F. Blanchard, New Mexico State University; Dr. Joseph L. Anthony, Central State University; Professor Walter P. Kilareski, Pennsylvania State University; Professor Donald O. Covault, Georgia Institute of Technology; Professor Clinton L. Heimback, North Carolina State University; Dr. Everett C. Carter, University of Maryland; Dr. Errol Noel, Howard University.

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, June 29, 1982

FHWA 23-82
Contact: James Abbee
Richard Reilly
(202) 426-0660

DOT ANNOUNCES AGREEMENT
ON REPAIR/MAINTENANCE
OF WOODROW WILSON BRIDGE

Secretary of Transportation Drew Lewis today announced that an agreement has been reached between the State of Maryland, the Commonwealth of Virginia, the District of Columbia and the U.S. Department of Transportation on the operation and maintenance of the Woodrow Wilson Memorial Bridge, clearing the way for a major rehabilitation and redecking project.

Bids for the project, administered by the State of Maryland, are due to be opened on July 8.

The bridge, which spans the Potomac River between the City of Alexandria in Virginia and Prince Georges County in Maryland and carries I-95 traffic, is unique in that it is the only federally-owned bridge on the Interstate Highway System. Built in 1961, it has for some time been in a serious state of disrepair, and has been the scene of numerous accidents.

On December 28, 1981, Congress authorized $60 million for its reconstruction. Because the bridge is federally-owned, Congress approved 100 percent federal funding of the project.

- more -

In announcing today's agreement, Secretary Lewis said that all parties involved are in accord on the following points:

- The Commonwealth of Virginia will maintain all highway, air safety and navigational lighting, and will enter into an agreement with the Virginia Electric Power Company to provide all electrical power and servicing for the main power line and the standby line. Virginia will also provide necessary water service.

- The State of Maryland will be responsible for the removal of snow and ice, and the placing of necessary abrasives and chemicals on the bridge. It also will be responsible for the painting of lane stripes and the painting of all other parts of the bridge, as necessary, and for the general maintenance and repairs of structural parts of the bridge.

- Maryland also will have the responsibility of mowing grass and cutting brush under and contiguous to the Maryland abutment of the bridge. Under and adjacent to the bridge on the Virginia side, Maryland's brush cutting responsibility will be to maintain the natural brush in such a manner that it shall not exceed a height of six feet above the ground.

- The District of Columbia will be responsible for providing operators on a 24-hour basis for the operation of the bridge span and for the provision of telephone and radio communication service. The District also will be responsible for the maintenance of electrical machinery associated with the lift span.

- No one party will bear more than one-third of the total cost of operation and maintenance.

- The State of Maryland will administer the engineering contracts for the bridge redecking project, with all costs incurred by the Maryland State Highway Administration to be reimbursed by the Federal Highway Administration.

- The three jurisdictions will submit to the Federal Highway Administration within six months proposed reasonable terms and conditions upon which they would be willing to accept title to the Woodrow Wilson Bridge. The Federal Highway Administration, within three months after such submission, will either approve such terms and conditions or submit to the three jurisdictions its counter proposals. If the terms and conditions are approved, FHWA will promptly transfer title to the bridge. If agreement is not reached within three months of the date of the counter proposals, FHWA is to prepare a report on the areas of disagreement to the Secretary of Transportation for transmittal to Congress.

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M-493

U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
July 9, 1982

FHWA 24-82
Contact: James Abbee
Richard Reilly
Tel.: (202) 426-0660

DOT OKs DELETION OF I-266 SEGMENT: D.C. TO GET $112.3 MILLION FOR OTHER PROJECTS

The U.S. Department of Transportation has approved a request by the District of Columbia to delete a portion of proposed Interstate Route 266 from the Interstate Highway System. As a result, the District is eligible to receive $112.3 million of federal funds which can be used for other highway and transit purposes.

Although this action authorizes federal funds for substitute projects, there must be sufficient (Congressional) appropriations before any substitute highway or transit projects can be approved.

In a letter to D.C. Mayor Marion S. Barry, Federal Highway Administrator Ray A. Barnhart and Urban Mass Transportation Administrator Arthur E. Teele, Jr., said they had approved the deletion because the route segment "is not essential to the completion of a unified and connected Interstate System."

The deleted segment had been proposed to run westerly from the Key Bridge in the vicinity of Canal Road. It would have connected with an interchange near the previously deleted Three Sisters Bridge section of the route. The portion of I-266 which would connect K Street and I-66 to Key Bridge and Canal Road remains on the System.

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
July 27, 1982

FHWA 26-82
Contact: James Abbee
Ruth Ann Patrick
Tel.: (202) 426-0660

FEDERAL HIGHWAY ADMINISTRATION
ISSUES 1981 R&D REPORT

The Federal Highway Administration today released its annual report of the Federally Coordinated Program of Research and Development in Highway Transportation activities carried out during the 1981 fiscal year.

The report briefly describes research and development goals and progress achieved jointly by FHWA and state highway agencies, and discusses specific accomplishments in safety, traffic operation, highway construction and maintenance, as well as advances in environmental, materials and structural research.

Prepared by FHWA's Offices of Research, Development and Technology (formerly the Offices of Research and Development), the "1981 Federally Coordinated Program of Highway Research and Development" report is the eighth in a series of annual summaries of program activities.

Single copies of the report are available to state and local highway agencies without charge from the Office of Operations Staff, Offices of Research, Development and Technology, Federal Highway Administration, Washington, D.C. 20590, telephone (703) 285-2104. It is also available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The price is $4.75 and the stock number is 050-000-00457-1.

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
July 29, 1982

FHWA 27-82
Contact: James Abbee
Richard Reilly
(202) 426-0660

FHWA REPORTS SLIGHT RISE IN HIGHWAY CONSTRUCTION COSTS FOR SECOND QUARTER OF 1982

Federal Highway Administrator Ray A. Barnhart today announced that highway construction costs rose one percent in the second quarter of 1982.

During that period, three indicator items actually dropped, with portland cement concrete paving leading the way with a 9.7 percent decline. However, structural steel showed a 16.4 percent rise, accounting for the over-all increase in the price index. Bituminous concrete and reinforcing steel were the other indicators showing declines.

FHWA's three quarter moving composite price index for the first quarter of 1982 -- obtained by combining the data from the fourth quarter of 1981, and the first and second quarters of 1982 -- decreased 2.2 percent from the previous three quarter average.

The second quarter results bring the Federal Highway Administration composite index for highway construction costs to 146.8 percent of the 1977 base index. (1977 average costs equal 100 percent.)

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway contract awards for federal-aid contracts (other than those for the Secondary System) greater than $500,000.

- more -

The composite price index during the past 2 years and the percentage change from the preceding quarter have been as follows:

	Quarterly Price Index	Percentage Change	(Three-quarter moving index) Three-quarter Price Index	Percentage Change
*2nd quarter, 1980	---	---	163.3	+0.1
3rd quarter, 1980	163.1	-3.1	164.7	+0.9
4th quarter, 1980	161.8	-0.8	161.1	-2.2
1st quarter, 1981	160.0	-1.1	158.5	-1.6
2nd quarter, 1981	152.4	-4.7	156.9	-1.0
3rd quarter, 1981	157.3	+3.2	155.1	-1.1
4th quarter, 1981	156.8	-0.3	152.7	-1.5
1st quarter, 1982	145.3	-7.3	149.3	-2.2
2nd quarter, 1982	146.8	+1.0	---	---

*For the three-quarter moving index, these are the middle quarters of the three quarter periods.

The price levels of the component items of the quarterly index in the 2nd quarter of 1982, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100			Percentage change second quarter from--	
	Second Quarter 1982	First Quarter 1982	Second Quarter 1981	First Quarter 1982	Second Quarter 1981
Excavation.....	134.0	131.0	136.2	+ 2.3	- 1.6
Surfacing:					
Portland cement concrete..	123.6	136.9	134.0	- 9.7	- 7.8
Bituminous concrete.....	152.9	158.0	163.4	- 3.2	- 6.4
Composite surfacing.....	143.6	151.3	154.0	- 5.1	- 6.8
Structures:					
Reinforcing Steel.....	147.7	148.3	161.3	- 0.4	- 8.4
Structural steel.....	167.6	144.0	150.3	+16.4	+11.5
Structural concrete.....	149.9	149.3	163.9	+ 0.4	- 8.5
Composite structures....	155.6	147.3	158.8	+ 5.6	- 2.0
Composite price index.....	146.8	145.3	152.4	+ 1.0	- 3.7

The price levels of the component items of the three-quarter moving index in the first quarter of 1982, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100			Percentage change second quarter from--	
	First Quarter 1982	Fourth Quarter 1981	First Quarter 1981	Fourth Quarter 1981	First Quarter 1981
Excavation.....	141.4	150.2	149.1	-5.9	- 5.2
Surfacing:					
Portland cement concrete..	131.8	137.6	146.1	-4.2	- 9.8
Bituminous concrete.....	160.3	165.9	162.3	-3.4	- 1.2
Composite surfacing.....	151.2	156.9	157.2	-3.6	- 3.8
Structures:					
Reinforcing Steel.....	151.0	153.2	167.2	-1.4	- 9.7
Structural steel.....	153.9	146.9	158.8	+4.8	- 3.1
Structural concrete.....	149.9	152.2	166.7	-1.5	-10.1
Composite structures....	151.5	150.5	164.1	+0.7	- 7.7
Composite price index.....	149.3	152.7	158.5	-2.2	- 5.8

The U.S. Average contract unit prices for the index items during the various periods shown are:

		Individual Quarters		Three Quarters	
	Unit	1st Qtr. 1982	2nd Qtr. 1982	4th Qtr. 1981*	1st Qtr. 1982**
Excavation.....	Cu.Yd.	$ 1.53	$ 1.56	$ 1.75	$ 1.65
PCC surface.....	Sq.Yd.	13.63	12.30	13.70	13.11
Bit. conc. surf.	Ton	24.44	23.66	25.67	24.80
Str. Reinf.....	Lb.	0.403	0.402	0.417	0.411
Str. Steel.....	Lb.	0.749	0.871	0.764	0.800
Str. concrete...	Cu.Yd.	214.19	215.16	218.46	215.15

*Weighted average unit prices for 3rd and 4th quarters of 1981, and the 1st quarter of 1982.

**Weighted average unit prices for the 4th quarter of 1981, and the 1st and 2nd quarters of 1982.

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
August 31, 1982

FHWA 28-82
Contact: James Abbee
Richard Reilly
Tel.: (202) 426-0660

FHWA OFFICIAL SAYS NEW TRAFFIC SIGNAL TIMING SYSTEM SAVES FUEL

Federal Highway Administrator Ray A. Barnhart said today that a recent nationwide test project showed that millions of gallons of fuel could be saved in the United States every week if the timing of the nation's traffic signals was improved.

He said the National Signal Timing Optimization Project was sponsored by FHWA to determine the effectiveness of signal timing improvements and to determine the costs involved in such a project. Results of the tests are now available to state and local traffic engineering agencies that request it.

"This project proved that signal timing optimization is a very cost-effective -- and painless -- way of conserving fuel," Administrator Barnhart said.

"It requires no sacrifice on the part of the motorist; to the contrary, it makes traveling in urban areas faster and easier. It helps motorists 24 hours a day, seven days a week."

The project results showed that, assuming gasoline costs $1.35 a gallon, a benefit/cost ratio of at least 10 to 1 conservatively can be expected, considering fuel savings alone. "When the cost of time saved and non-fuel vehicle operating costs eliminated are included, the benefit/cost ratio can conservatively be expected to be at least 20 to 1," Barnhart added.

A signal timing optimization computer program, known as TRANSYT-7F, was developed and tested in 11 cities: Charleston, S.C.; Denver, Colo.; Des Moines, Iowa; Fort Wayne, Ind.; Gainesville, Fla.; Milwaukee, Wis.; Nashville, Tenn.; Portland, Ore.; Pawtucket, R.I.; San Francisco, Calif.; and Syracuse, N.Y.

The TRANSYT-7F program was developed in Great Britian and was modified by the Federal Highway Administration to make it easier to use in the United States. State and local traffic agencies desiring to obtain the TRANSYT-7F program and User's Manual free of charge may do so by writing: Chief, Systems and Software Support Team, Office of Traffic Operation (HTO-23), Federal Highway Administration, 400 Seventh Street, S.W., Washington, D.C. 20590.

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
September 14, 1982

FHWA 29-82
Contact: James Abbee
Richard Reilly
Tel.: (202) 426-0660

DOT PROPOSES TO LESSEN FEDERAL ROLE IN URBAN TRANSPORTATION PLANNING

Federal Highway Administrator Ray A. Barnhart and Urban Mass Transportation Administrator Arthur E. Teele, Jr., have invited public comment on proposed revisions to urban transportation planning regulations that would lessen federal involvement in that process.

The proposed change is designed to ease the burdens imposed on state and local governments in the conduct of urban transportation planning by reducing the role of the federal government to the maximum extent allowed by law. This would be accomplished by: (1) providing far greater state and local flexibility in administering both the planning process and the federal funds available to support the process; (2) clarifying the intent of the regulations with respect to the flexibility of institutional relationships; and (3) eliminating the bulk of the nonregulatory language from the existing regulation.

Administrators Barnhart and Teele said the proposed rule supports President Reagan's objective of reducing the federal government's role in state activities by clarifying the distinction between federal requirements and good planning practices, thus allowing the planning process to be more responsive to state and local needs.

The notice of proposed rulemaking was published in the Federal Register August 26, 1982 and culminates more than a year's study and review of the urban transportation planning process.

Copies of the proposed rule may be obtained from the Federal Highway Administration, Urban Planning and Transportation Management Division, HHP-21, 400 Seventh Street, S.W., Washington, D.C. 20590, or by calling (202) 426-2961. Written comments may be sent to Public Docket #82-10 at the same address and should be received no later than close of business Tuesday, October 5, 1982

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
September 27, 1982

FHWA 30-82
Contact: James Abbee
Richard Reilly
(202) 426-0660

MORE THAN 40,700 MILES OF INTERSTATE HIGHWAY SYSTEM ARE NOW IN USE

More than 40,700 miles of the 42,500-mile Interstate System are now open to traffic, Federal Highway Administrator Ray A. Barnhart reported today.

He said that 40,714 miles, or 95.8 percent of the total system are in use. Portions of the system open to traffic still require major improvements such as control of access and construction of additional lanes, while other mileage requires only minor work such as signing and other final phases of completion.

Included in the total are 276 miles which were put into service in the 12-month period since June 30, 1981. Some 59 miles were opened to traffic in the last quarter.

"Construction is underway on 586 new miles, while engineering or right-of-way acquisition prior to construction is in progress on 923 miles," said Barnhart. "In addition, route location approval is pending on 126 miles for which public hearings have been held, while 151 miles have not yet advanced to the public hearing stage."

The Interstate System, as currently designated, consists of 33,019 miles of rural and 9,481 miles of urban highways. As of this report, 31,910 miles, or 96.6 percent of the rural mileage, and 8,804 miles, or 93.9 percent of the urban mileage are open to traffic.

The status of the system as of June 30, 1982 is shown on the accompanying map and in detail in Table I. In summary, the status follows:

- more -

	Miles	Percent
Open to Traffic (Includes 2,251 toll miles)	40,714	95.80
Under Basic Construction	586	1.38
Engineering and Right-of-Way Acquisition	923	2.17
Route Location - Approval Pending	126	0.30
No Location Action Taken	151	0.35
	42,500	100.00

Some 85.8 billion has been put to work on the Interstate System since the program began in 1956. A breakdown of these obligations by state is given in Table II. The status of the Highway Trust Fund is reported in Table III.

THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF JUNE 30, 1982

TABLE 1

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS NOT OPEN TO TRAFFIC			OPEN TO TRAFFIC						STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS: ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS: COMPLETE OR ESSENTIALLY COMPLETE	TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE 2/	
ALABAMA	6.20	37.00	39.50	76.50	-	8.10	815.30	-	823.40	906.10	ALABAMA
ARIZONA	-	14.38	10.36	24.74	-	11.59	1,131.12	-	1,142.71	1,167.45	ARIZONA
ARKANSAS	-	2.25	-	2.25	-	20.16	500.35	3.58	524.09	526.34	ARKANSAS
CALIFORNIA	-	36.30	12.70	49.00	10.20	101.90	2,040.90	102.30	2,255.30	2,304.30	CALIFORNIA
COLORADO	-	22.98	15.51	38.49	-	16.86	874.27	21.14	912.27	950.76	COLORADO
CONNECTICUT	44.27	0.10	-	0.10	12.41	49.60	211.55	7.27	280.83	325.20	CONNECTICUT
DELAWARE	-	-	-	-	14.30	-	23.91	2.40	40.61	40.61	DELAWARE
DIST. OF COL.	0.25	2.67	0.38	3.05	"	2.69	9.28	-	11.97	15.27	DIST. OF COL.
FLORIDA	-	69.75	28.93	98.68	92.80	-	920.36	302.04	1,315.20	1,413.88	FLORIDA
GEORGIA	0.40	2.47	-	2.47	-	12.36	172.30	968.28	1,152.94	1,155.81	GEORGIA
HAWAII	10.85	-	4.26	4.26	-	3.97	6.87	25.44	36.28	51.39	HAWAII
IDAHO	4.62	1.70	1.94	3.64	-	77.72	278.78	247.04	603.54	611.80	IDAHO
ILLINOIS	-	9.34	17.70	27.04	155.39	-	1,529.65	3.03	1,688.07	1,715.11	ILLINOIS
INDIANA	21.30	-	-	-	156.90	-	936.69	21.53	1,115.12	1,136.42	INDIANA
IOWA	0.88	47.92	3.20	51.12	0.16	-	703.57	26.11	729.84	781.84	IOWA
KANSAS	-	3.65	12.59	16.24	187.31	10.30	606.54	0.31	804.46	820.70	KANSAS
KENTUCKY	-	2.40	8.02	10.42	-	67.22	610.26	52.85	730.33	740.75	KENTUCKY
LOUISIANA	7.80	41.23	4.89	46.12	-	-	589.54	74.58	664.12	718.04	LOUISIANA
MAINE	-	3.28	2.25	5.53	54.48	3.52	251.47	0.08	309.55	315.08	MAINE
MARYLAND	3.41	17.00	2.19	19.19	54.00	69.85	188.78	22.94	335.57	358.17	MARYLAND
MASSACHUSETTS	4.55	4.25	13.42	17.67	132.83	21.79	180.30	93.07	427.99	450.21	MASSACHUSETTS
MICHIGAN	15.30	24.60	11.50	36.10	5.50	6.30	210.30	904.40	1,126.50	1,177.90	MICHIGAN
MINNESOTA	9.77	26.89	8.82	35.71	-	0.94	851.40	15.04	867.38	912.86	MINNESOTA
MISSISSIPPI	-	1.40	-	1.40	-	6.30	666.30	9.20	681.80	683.20	MISSISSIPPI
MISSOURI	-	20.93	25.12	46.05	-	4.00	1,059.90	43.50	1,107.40	1,153.45	MISSOURI
MONTANA	-	53.80	12.05	65.85	-	33.02	544.88	544.74	1,122.64	1,188.49	MONTANA
NEBRASKA	-	-	-	-	0.23	-	478.49	2.76	481.48	481.48	NEBRASKA
NEVADA	-	11.74	47.83	59.57	-	3.12	331.59	149.06	483.77	543.34	NEVADA
NEW HAMPSHIRE	-	13.18	4.92	18.10	20.67	1.51	172.54	5.70	200.42	218.52	NEW HAMPSHIRE
NEW JERSEY	8.70	47.50	3.50	51.00	44.90	19.70	36.20	211.40	312.20	371.90	NEW JERSEY
NEW MEXICO	-	21.67	3.60	25.27	-	7.42	914.77	51.84	974.03	999.30	NEW MEXICO
NEW YORK	12.46	1.74	6.68	8.42	477.78	31.21	562.27	239.72	1,310.98	1,331.86	NEW YORK
NORTH CAROLINA	-	48.60	45.71	94.31	-	89.20	654.51	10.06	753.77	848.08	NORTH CAROLINA
NORTH DAKOTA	-	-	-	-	-	1.19	532.40	37.60	571.19	571.19	NORTH DAKOTA
OHIO	3.26	29.83	14.48	44.31	206.20	50.58	1,206.18	19.86	1,482.82	1,530.39	OHIO
OKLAHOMA	-	3.66	1.41	5.07	174.04	10.60	597.66	21.28	803.58	808.65	OKLAHOMA
OREGON	10.54	1.08	8.53	9.61	-	9.02	169.22	522.94	701.18	721.33	OREGON
PENNSYLVANIA	10.17	40.46	8.84	49.30	360.18	6.18	1,093.79	44.79	1,504.94	1,564.41	PENNSYLVANIA
RHODE ISLAND	23.67	-	-	-	0.60	3.94	68.15	2.67	75.36	99.03	RHODE ISLAND
SOUTH CAROLINA	7.82	3.48	4.10	7.58	-	-	751.27	4.77	756.04	771.44	SOUTH CAROLINA
SOUTH DAKOTA	-	-	21.06	21.06	-	15.18	571.52	70.97	657.67	678.73	SOUTH DAKOTA
TENNESSEE	-	4.90	7.20	12.10	-	23.80	1,000.80	-	1,024.60	1,036.70	TENNESSEE
TEXAS	6.60	46.53	27.10	73.63	-	136.62	2,828.16	117.57	3,082.35	3,162.58	TEXAS
UTAH	-	74.19	74.11	148.30	-	53.63	738.07	1.56	793.26	941.56	UTAH
VERMONT	-	-	11.10	11.10	-	0.15	205.55	103.83	309.53	320.63	VERMONT
VIRGINIA	9.86	39.23	26.21	65.44	5.05	69.81	905.02	12.95	992.83	1,068.13	VIRGINIA
WASHINGTON	1.50	66.36	14.04	80.40	-	24.89	624.38	32.63	681.90	763.80	WASHINGTON
WEST VIRGINIA	13.37	22.59	3.91	26.50	85.46	-	375.47	13.60	474.53	514.40	WEST VIRGINIA
WISCONSIN	-	-	-	-	-	39.69	538.05	0.34	578.08	578.08	WISCONSIN
WYOMING	-	-	15.93	15.93	-	-	773.97	123.71	897.68	913.61	WYOMING
PENDING 3/	39.73									39.73	PENDING 3/
TOTAL	277.28	923.03	585.59	1,508.62	2,251.39	1,125.63	32,044.60	5,292.48	40,714.10	42,500.00	TOTAL
PERCENT	0.6%	2.2%	1.4%	3.6%	5.3%	2.6%	75.4%	12.5%	95.8%	100.0%	PERCENT

INTERSTATE MILEAGE CHARGEABLE TO SECTION 103(e)(2) OF TITLE 23 U.S.C.

(HOWARD - CRAMER AMENDMENT)

STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS	WORK IN PROGRESS NOT OPEN TO TRAFFIC			OPEN TO TRAFFIC						STATE
		ENGINEERING OR RIGHT-OF-WAY	UNDER BASIC CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	CONSTRUCTED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS: ADDITIONAL MINOR IMPROVEMENT IS REQUIRED OR UNDERWAY	CONSTRUCTED TO FULL OR ACCEPTABLE GEOMETRIC STANDARDS: COMPLETE OR ESSENTIALLY COMPLETE	TOTAL OPEN TO TRAFFIC	TOTAL DESIGNATED SYSTEM MILEAGE	
CALIFORNIA	-	7.00	-	7.00	-	-	-	-	-	7.00	CALIFORNIA
CONNECTICUT	3.00	-	-	-	-	-	4.73	-	4.73	7.73	CONNECTICUT
FLORIDA	-	15.81	30.00	45.81	-	-	-	-	-	45.81	FLORIDA
GEORGIA	5.00	17.92	12.64	30.56	-	-	5.42	9.11	14.53	50.09	GEORGIA
LOUISIANA	-	145.46	-	145.46	-	-	-	-	-	145.46	LOUISIANA
MARYLAND	11.46	-	-	-	-	35.29	-	-	35.29	46.75	MARYLAND
MASSACHUSETTS	-	-	7.30	7.30	-	7.40	5.60	-	13.00	20.30	MASSACHUSETTS
NEW JERSEY	-	-	-	-	-	-	-	27.30	27.30	27.30	NEW JERSEY
NEW YORK	9.70	14.40	25.65	40.05	-	2.90	10.64	1.80	15.34	65.09	NEW YORK
RHODE ISLAND	21.94	-	-	-	2.51	2.94	-	-	5.45	27.39	RHODE ISLAND
TOTAL	51.10	200.59	75.59	276.18	2.51	48.53	26.39	38.21	115.64	442.92	TOTAL
PERCENT	11.5%	45.3%	17.1%	62.4%	0.6%	10.9%	6.0%	8.6%	26.1%	100.0%	PERCENT

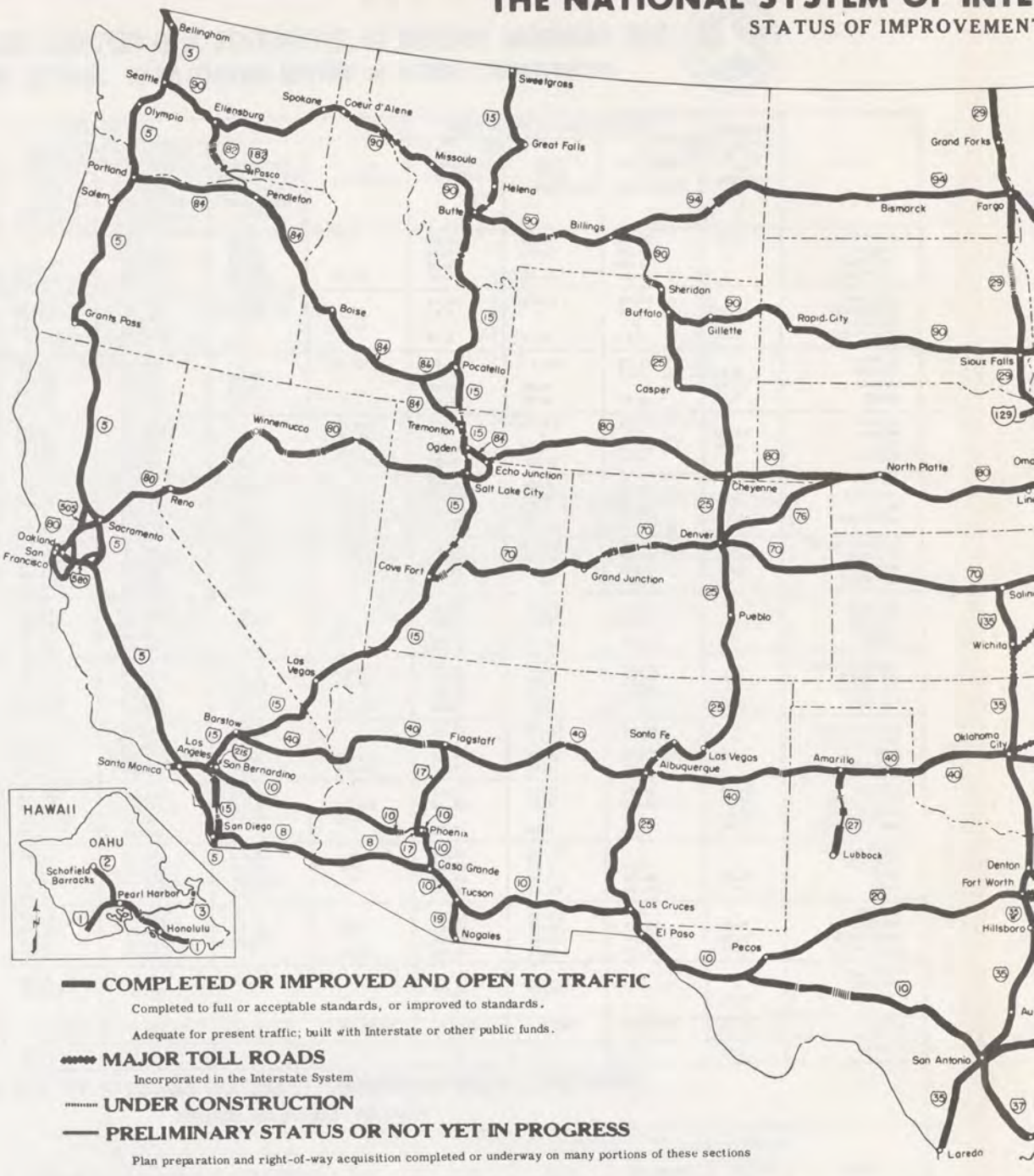
1/Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.

2/Total designated system mileage excludes the mileage chargeable to Section 103(e)(2) and 139 of Title 23, U.S.C.

3/Mileage which has not been assigned to any specific route and is being held in reserve for final measurement of the System.

THE NATIONAL SYSTEM OF INTE

STATUS OF IMPROVEMENT



COMPLETED OR IMPROVED AND OPEN TO TRAFFIC

Completed to full or acceptable standards, or improved to standards.

Adequate for present traffic; built with Interstate or other public funds.

MAJOR TOLL ROADS

Incorporated in the Interstate System

UNDER CONSTRUCTION

PRELIMINARY STATUS OR NOT YET IN PROGRESS

Plan preparation and right-of-way acquisition completed or underway on many portions of these sections

Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Basic Construction	Toll	Adequate Present Traffic	Mi Requ
	923 Miles	586 Miles	2,251 Miles	1,126 Miles	

Tot

INTERSTATE AND DEFENSE HIGHWAYS

OVEMENT AS OF JUNE 30, 1982

Scale of map does not permit showing of status in urban areas and for very short sections

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERSTATE

TOTAL

42,500

MILES

Minor Improvement is Required or Underway	Complete or Essentially Complete
32,045 Miles	5,292 Miles

Total Open to Traffic
40,714 Miles

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF JUNE 30, 1982 — FE01M13A-1

/MILLIONS OF DOLLARS/ — TABLE II

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE							STATE
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL		
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	
ALABAMA	173.5	156.2	61.6	218.5	196.2	391.9	352.4	1,462.8	1,299.7	1,763.3	96.3	84.0	1,559.1	1,383.7	ALABAMA
ALASKA	36.6	35.5	43.2			36.6	35.5	31.0	28.6	14.1			31.0	28.6	ALASKA
ARIZONA	79.4	73.3	59.3	122.1	115.5	201.6	188.9	1,085.4	997.8	2,616.4	100.6	92.8	1,186.1	1,090.6	ARIZONA
ARKANSAS	93.8	83.8	71.3	37.3	33.6	131.2	117.4	508.4	451.9	1,081.1	53.0	46.1	561.4	498.0	ARKANSAS
CALIFORNIA	798.3	717.3	231.5	797.7	726.7	1,596.0	1,444.0	4,086.1	3,539.8	2,896.6	1,429.8	1,160.6	5,515.9	4,700.4	CALIFORNIA
COLORADO	174.4	158.0	97.7	75.8	69.0	250.2	227.0	967.1	867.3	1,906.7	106.4	92.4	1,073.5	960.7	COLORADO
CONNECTICUT	187.8	163.3	37.7	214.9	192.2	402.8	355.5	657.4	565.3	278.5	157.1	138.2	814.6	703.5	CONNECTICUT
DELAWARE	73.1	60.9	42.6	5.7	4.5	78.8	65.4	184.4	164.2	59.3	34.9	30.7	219.4	194.9	DELAWARE
FLORIDA	724.6	646.1	300.1	418.9	358.4	1,143.5	1,004.5	1,569.1	1,376.9	2,176.1	251.9	208.4	1,821.0	1,585.3	FLORIDA
GEORGIA	774.4	684.7	264.3	232.7	209.4	1,007.0	894.1	1,258.1	1,112.9	1,464.6	126.7	112.1	1,384.9	1,225.0	GEORGIA
HAWAII	194.2	171.9	5.6	110.8	91.7	304.9	263.6	430.0	372.7	73.8	72.2	61.6	502.3	434.3	HAWAII
IDAHO	63.2	58.3	71.8	18.8	17.4	82.0	75.6	364.5	333.6	1,417.8	39.9	35.3	404.5	368.8	IDAHO
ILLINOIS	269.8	232.7	2.0	55.6	49.0	325.4	281.7	3,254.5	2,835.9	1,987.2	428.0	366.8	3,682.5	3,202.7	ILLINOIS
INDIANA	46.2	39.7	148.3	6.3	5.7	52.6	45.4	1,337.6	1,193.8	1,343.4	213.1	190.8	1,550.7	1,384.6	INDIANA
IOWA	86.0	76.3	117.0	57.9	51.9	143.9	128.2	844.5	739.2	1,929.2	124.0	103.0	968.6	842.2	IOWA
KANSAS	186.4	167.7	26.2	32.1	28.9	218.5	196.6	634.8	559.0	1,737.3	147.8	104.4	782.6	663.4	KANSAS
KENTUCKY	211.4	188.2	65.5	59.3	53.3	270.7	241.5	1,243.0	1,105.2	1,408.2	179.9	155.5	1,423.0	1,260.7	KENTUCKY
LOUISIANA	276.6	248.3	40.9	236.4	212.6	512.9	460.9	1,597.7	1,426.2	803.8	144.7	127.7	1,742.4	1,553.9	LOUISIANA
MAINE	17.6	15.8	19.2	10.2	9.0	27.8	24.8	371.2	328.5	829.1	35.0	30.7	406.2	359.1	MAINE
MARYLAND	1,035.7	978.2	43.7	267.5	239.6	1,303.2	1,217.8	918.5	798.9	489.1	102.6	90.1	1,021.1	888.9	MARYLAND
MASSACHUSETTS	356.2	315.7	56.5	98.5	89.0	454.7	404.7	1,069.3	915.7	448.3	240.5	209.2	1,309.8	1,124.9	MASSACHUSETTS
MICHIGAN	325.7	287.6	95.3	266.0	238.9	591.7	526.5	2,021.5	1,734.4	1,644.5	385.3	327.8	2,406.8	2,062.2	MICHIGAN
MINNESOTA	217.0	194.2	23.0	95.7	85.8	312.8	280.0	1,223.6	1,103.0	1,609.5	317.9	284.9	1,541.5	1,387.9	MINNESOTA
MISSISSIPPI	37.5	31.8	95.1	46.5	41.6	84.0	73.4	755.2	663.4	1,441.1	49.1	41.4	804.4	704.7	MISSISSIPPI
MISSOURI	251.6	228.8	99.9	103.2	83.2	354.9	312.1	1,525.9	1,353.4	1,779.0	250.7	221.6	1,776.6	1,575.1	MISSOURI
MONTANA	105.0	94.2	112.1	27.4	25.0	132.5	119.2	884.2	799.0	1,976.5	76.4	67.5	960.6	866.5	MONTANA
NEBRASKA	52.0	40.3	301.2	14.1	12.6	66.1	52.9	382.0	338.2	1,068.3	61.1	53.8	443.1	392.0	NEBRASKA
NEVADA	41.1	39.0	29.7	104.4	99.2	145.5	138.2	450.9	420.8	848.4	19.3	17.4	470.3	438.3	NEVADA
NEW HAMPSHIRE	33.9	30.3	16.3	15.2	13.6	49.0	44.0	338.8	297.7	387.6	37.0	32.4	375.8	330.1	NEW HAMPSHIRE
NEW JERSEY	163.7	140.7	16.7	195.1	168.0	358.8	308.8	1,273.7	1,100.5	378.3	225.9	197.6	1,499.6	1,298.1	NEW JERSEY
NEW MEXICO	197.0	180.5	238.0	36.5	34.0	233.5	214.5	620.7	568.1	1,730.9	61.5	53.5	682.1	621.7	NEW MEXICO
NEW YORK	656.1	565.2	114.1	267.5	239.5	923.5	804.7	2,840.9	2,445.8	1,118.1	460.5	393.4	3,301.3	2,839.2	NEW YORK
NORTH CAROLINA	188.2	168.2	110.5	89.4	78.4	277.6	246.7	968.7	851.5	1,728.7	111.7	98.5	1,080.5	950.1	NORTH CAROLINA
NORTH DAKOTA	31.7	24.3	314.3	2.8	2.1	34.4	26.4	368.1	325.8	1,671.1	25.9	22.5	393.9	348.3	NORTH DAKOTA
OHIO	399.5	354.3	156.2	173.7	156.1	573.2	510.4	2,510.1	2,178.3	1,853.8	734.2	638.2	3,244.3	2,816.5	OHIO
OKLAHOMA	129.6	116.3	86.1	70.3	62.9	199.8	179.3	579.3	509.3	1,409.1	45.2	38.9	624.4	548.2	OKLAHOMA
OREGON	230.9	212.6	84.0	165.4	138.1	396.3	350.7	1,080.8	971.1	1,703.5	107.7	95.5	1,188.5	1,066.5	OREGON
PENNSYLVANIA	660.3	586.0	356.2	509.4	438.8	1,169.6	1,024.8	2,242.6	1,929.8	1,336.5	263.8	222.6	2,506.5	2,152.4	PENNSYLVANIA
RHODE ISLAND	26.4	23.5	11.3	21.3	19.0	47.7	42.5	261.5	227.7	108.3	67.9	57.9	329.4	285.6	RHODE ISLAND
SOUTH CAROLINA	103.0	92.6	121.9	14.8	13.3	117.8	105.9	626.2	562.7	1,336.9	57.3	50.9	683.5	613.6	SOUTH CAROLINA
SOUTH DAKOTA	68.5	60.5	71.9	4.6	4.2	73.2	64.7	426.7	380.3	1,337.2	29.7	26.3	456.4	406.6	SOUTH DAKOTA
TENNESSEE	180.1	161.0	104.1	76.6	68.9	256.6	229.9	1,489.7	1,336.4	2,382.7	259.0	229.2	1,748.7	1,565.6	TENNESSEE
TEXAS	802.3	705.5	298.6	273.6	246.1	1,075.9	951.5	2,955.2	2,607.2	4,839.1	471.3	419.9	3,426.5	3,027.1	TEXAS
UTAH	171.0	159.8	67.7	107.9	102.2	279.0	262.0	850.1	789.1	1,779.0	79.6	71.1	929.7	860.3	UTAH
VERMONT	41.5	37.4	64.4	5.4	4.4	47.0	41.8	444.4	393.3	918.5	44.8	36.9	489.2	430.2	VERMONT
VIRGINIA	396.9	330.3	176.4	190.6	170.1	587.5	500.4	2,257.8	2,010.5	1,966.5	252.2	222.9	2,510.0	2,233.5	VIRGINIA
WASHINGTON	380.8	345.0	133.1	226.1	204.9	606.9	550.0	1,535.5	1,342.6	1,491.7	233.0	203.5	1,768.5	1,546.1	WASHINGTON
WEST VIRGINIA	591.7	532.2	80.1	116.7	105.2	708.4	637.4	1,326.1	1,192.3	522.6	172.8	154.3	1,499.0	1,346.6	WEST VIRGINIA
WISCONSIN	36.6	32.3	70.9	15.4	13.8	52.0	46.1	705.9	631.7	1,508.0	116.7	103.4	822.6	735.1	WISCONSIN
WYOMING	61.7	56.1	102.5	8.7	8.0	70.4	64.1	583.2	532.8	2,413.0	34.4	30.5	617.6	563.4	WYOMING
DIST. OF COL.	71.3	55.0	3.7	67.6	59.0	138.9	114.0	305.2	267.8	35.7	67.0	59.0	372.2	326.8	DIST. OF COL.
PUERTO RICO															PUERTO RICO
TOTAL	12,512.0	11,157.4	5,356.3	6,388.9	5,690.7	18,900.9	16,848.1	57,710.2	50,877.5	71,042.9	9,203.5	7,914.9	66,913.7	58,792.4	TOTAL

TOTAL	12,512.0	11,157.4	5,356.3	6,388.9	5,690.7	18,900.9	16,848.1	57,710.2	50,877.5	71,042.9	9,203.5	7,914.9	66,913.7	58,792.4	TOTAL

TABLE III - STATUS OF THE HIGHWAY TRUST FUND
(THOUSANDS OF DOLLARS)

	4/1/82-6/30/82	10/1/81-6/30/82
BALANCE AT BEGINNING OF PERIOD	$ 9,358,927	$ 9,259,443
INCOME:		
TAX REVENUE:		
MOTOR-FUEL TAXES ($.04 PER GALLON, NET AFTER REFUNDS)	$ 1,089,759	$ 3,422,349
LESS MOTORBOAT FUEL REVENUE 1/	7,600	22,400
NET FOR HIGHWAYS	$ 1,082,159	$ 3,399,949
TRUCKS, BUSES AND TRAILERS (10% OF WHOLESALE PRICE)	213,533	557,761
TIRES, TUBES (HIGHWAY $.10, OTHER $.05/LB.) TREAD RUBBER ($.05/LB.)	149,504	504,909
VEHICLE USE (VEHICLES OVER 26,000 POUNDS, $3 PER 1,000 POUNDS)	155,635	299,469
TRUCK PARTS AND ACCESSORIES (8% OF WHOLESALE PRICE)	48,495	167,211
LUBRICATING OIL ($.06 PER GALLON, NET AFTER REFUNDS)	2,814	48,037
TOTAL EXCISE REVENUES	$ 1,652,140	$ 4,977,336
INTEREST EARNED	526,702	1,046,939
TOTAL INCOME	$ 2,178,842	$ 6,024,275
DISBURSEMENTS:		
FOR HIGHWAYS	$ 1,787,839	$ 5,413,157
RIGHT-OF-WAY REVOLVING FUND	11,419	-1,734
HIGHWAY RELATED SAFETY GRANTS	4,803	16,882
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT	3,800	5,716
TRUST FUND SHARE OTHER HIGHWAY PROGRAMS	8,238	26,307
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	30,424	132,144
TOTAL DISBURSEMENTS	$ 1,846,523	$ 5,592,472
BALANCE AT END OF PERIOD	$ 9,691,246	$ 9,691,246
UNPAID AUTHORIZATIONS (6-30-82) (ROUNDED TO MILLIONS)	$21,713,000	
BALANCE LESS LIABILITY FOR UNPAID AUTHORIZATIONS	-$12,021,754	

1/ TRANSFERRED TO THE LAND AND WATER CONSERVATION FUND PURSUANT TO TITLE II, SECTION 202, PUBLIC LAW 88-578, EFFECTIVE JANUARY 1, 1965, AND NATIONAL RECREATIONAL BOATING SAFETY AND FACILITIES IMPROVEMENT FUND PURSUANT TO TITLE II, SECTION 203, PUBLIC LAW 96-451, EFFECTIVE OCTOBER 1, 1980.

THE FEDERAL SHARE OF THE FEDERAL-AID HIGHWAY PROGRAM (INTERSTATE, PRIMARY, SECONDARY AND URBAN) IS WHOLLY FINANCED BY HIGHWAY USERS ON A PAY-AS-YOU-BUILD BASIS.

U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
October 19, 1982

FHWA 31-82
Contact: Louise Freese
Phone: (202) 426-3100

FHWA SELECTS 10 STATES TO ESTABLISH TECHNOLOGY TRANSFER CENTERS TO ASSIST LOCAL TRANSPORTATION AGENCIES

Federal Highway Administrator Ray A. Barnhart today announced the selection of 10 State highway agencies to establish Technology Transfer Centers to assist local transportation agencies responsible for roads, bridges, and public transportation.

"These Centers will provide the opportunity to share the latest developments in research and technical information with State and local officials so that this knowledge is transferred to practical everyday application," Barnhart said.

State highway agencies participating in this program plan to expand their resources by cooperating with a university in establishing these Centers. The States selected and the cooperating universities are:

Vermont	St. Michaels College
Pennsylvania	Pennsylvania State University
Georgia	Georgia Institute of Technology
Alabama	Auburn University
Indiana	Purdue University
Iowa	Iowa State University
Kansas	University of Kansas
Oklahoma	Oklahoma State University
Montana	Montana State University
California	University of California, Berkeley

The Federal Highway Administration will fund $250,000 over a two year period to each of the ten (10) States for their sponsorship of the selected universities.

Planned activities of the Centers include:

- Publishing quarterly newsletters describing new technology
- Distributing technical reports and materials
- Providing technical information
- Developing and conducting seminars and training courses

(more)

Local and county governments are responsible for 78 percent of the entire highway and street mileage in this country as well as 55 percent of all bridges. These Centers are just one part of a broader federally funded Rural Technical Assistance Program planned by the Federal Highway Administration to bring needed assistance to local governments which have the responsibility for maintaining roads, bridges, and public transportation.

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U.S. Department
of Transportation

Federal Highway Administration

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

U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
November 3, 1982

FHWA 32-82
Contact: C.L. Shufflebarger
Tel.: (202) 426-0404

FHWA REPORTS SLIGHT INCREASE IN ROAD CONSTRUCTION COSTS FOR THIRD QUARTER OF 1982

Federal Highway Administrator Ray A. Barnhart today announced that while highway construction costs rose 0.7 percent in the third quarter of 1982, overall, the price index is still 6 percent lower than the same quarter a year ago and 8.7 percent lower than the last quarter of 1980.

During the third quarter of this year, four indicator items rose, with common excavation leading the way with a 9.8 percent increase. However, structural steel decreased 18.9 percent, resulting in the minor overall increase in the price index. Structural concrete showed a minor decrease in price.

The third quarter results bring the Federal Highway Administration composite index for highway construction costs to 147.8 percent of the 1977 base index. (1977 average costs equal 100 percent.)

The three-quarter moving composite price index for the second quarter of 1982 -- obtained by combining the data for the first, second, and third quarters of 1982 -- decreased 1.7 percent from the previous three quarter average.

Trends in highway construction costs are measured by an index of average contract prices compiled from reports of state highway constract awards for federal-aid contracts (other than those for the Secondary System) greater than $500,000.

- more -

The composite price indices during the past 2 years and the percentage change from the preceding quarter have been as follows:

	Quarterly Price Index	Percentage Change	*(Three-quarter moving index) Three-quarter Price Index	Percentage Change
3rd quarter, 1980	---	---	164.7	+0.9
4th quarter, 1980	161.8	-0.8	161.1	-2.2
1st quarter, 1981	160.0	-1.1	158.5	-1.6
2nd quarter, 1981	152.4	-4.7	156.9	-1.0
3rd quarter, 1981	157.3	+3.2	155.1	-1.1
4th quarter, 1981	156.8	-0.3	152.7	-1.5
1st quarter, 1982	145.3	-7.3	149.3	-2.2
2nd quarter, 1982	146.8	+1.0	146.7	-1.7
3rd quarter, 1982	147.8	+0.7	---	---

*For the three-quarter moving index, these are the middle quarters of the three quarter periods.

The price levels of the component items of the quarterly index in the 3rd quarter of 1982, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100			Percentage change this quarter from--	
	Third Quarter 1982	Second Quarter 1982	Third Quarter 1981	Second Quarter 1982	Third Quarter 1981
Excavation.....	147.1	134.0	162.4	+9.8	-9.4
Surfacing:					
Portland cement concrete..	133.1	123.6	138.5	+7.7	-3.9
Bituminous concrete.....	160.7	152.9	169.0	+5.1	-4.9
Composite surfacing.....	151.9	143.6	159.3	+5.8	-4.6
Structures:					
Reinforcing Steel.....	150.0	147.7	154.5	+1.6	-2.9
Structural steel.....	135.9	167.6	144.7	-18.9	-6.1
Structural concrete.....	149.2	149.9	158.5	-0.5	-5.9
Composite structures....	144.8	155.6	153.1	-6.9	-5.4
Composite price index.....	147.8	146.8	157.3	+0.7	-6.0

The price levels of the component items of the three-quarter moving index in the 2nd quarter of 1982, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1977=100			Percentage change this quarter from--	
	Second Quarter 1982	First Quarter 1982	Second Quarter 1981	First Quarter 1982	Second Quarter 1981
Excavation.....	137.3	141.4	148.3	-2.9	-7.4
Surfacing:					
Portland cement concrete..	131.0	131.8	143.2	-0.6	-8.5
Bituminous concrete.....	157.0	160.3	163.6	-2.1	-4.0
Composite surfacing.....	148.7	151.2	157.1	-1.7	-5.3
Structures:					
Reinforcing Steel.....	148.8	151.0	162.4	-1.5	-8.4
Structural steel.....	150.2	153.9	153.4	-2.4	-2.1
Structural concrete.....	149.4	149.9	165.7	-0.3	-9.8
Composite structures....	149.6	151.5	160.9	-1.3	-7.0
Composite price index.....	146.7	149.3	156.9	-1.7	-6.5

The U.S. Average contract unit prices for the index items during the various periods shown are:

		Individual Quarters		Three Quarters	
	Unit	2nd Qtr. 1982	3rd Qtr. 1982	1st Qtr. 1982*	2nd Qtr. 1982**
Excavation.....	Cu.Yd.	$ 1.56	$ 1.71	$ 1.65	$ 1.60
PCC surface.....	Sq.Yd.	12.30	13.24	13.11	13.04
Bit. conc. surf.	Ton	23.66	24.87	24.80	24.29
Str. Reinf.....	Lb.	0.402	0.408	0.411	0.405
Str. Steel.....	Lb.	0.871	0.707	0.800	0.781
Str. concrete...	Cu.Yd.	215.16	214.06	215.15	214.42

*Weighted average unit prices for the 4th quarter of 1981, and the 1st and second quarters of 1982.

**Weighted average unit prices for the 1st, 2nd, and 3rd quarters of 1982.

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U.S. Department of Transportation

News:

Office of Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
November 30, 1982

FHWA 34-82
Contact: Gary Hoitsma
Neil L. Thomas
Tel.: (202) 426-0660

FHWA PROPOSES EASING COMMERCIAL HANDICAPPED DRIVER WAIVER RULE

The Federal Highway Administration has published a Notice of Proposed Rulemaking which will ease restrictions on handicapped drivers of commercial vehicles.

The new regulation would permit the issuing of waivers for handicapped people to operate vehicles carrying passengers or hazardous materials in interstate or foreign commerce, something that is not permitted under existing regulations.

The proposed rule amends the Federal Motor Carrier Safety Regulations to expand the current driver waiver program for drivers with limb handicaps. The proposal is entitled " Qualifications of Drivers: Handicapped Driver Waiver Program."

The change is being proposed because FHWA said statistics do not indicate that individuals who have suffered the loss or impairment of a limb and who are granted waivers drive less unsafely than non-handicapped persons.

FHWA also proposed to rescind the requirement that a motor carrier join with the driver in making the waiver application. This action will permit handicapped drivers who have valid waivers to apply to any motor carrier for immediate employment.

The proposed rule change was published Nov. 8 (47 FR 50528). Public comments may be sent to Room 3404, Bureau of Motor Carrier Safety, 400 Seventh Street, SW, Washington, D.C. 20590, before Dec. 23.

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