



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
January 25, 1988

FHWA 01-88
Contact: Eric Bolton
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DOT MODIFIES PROCEDURES FOR ACCOMMODATING UTILITIES IN HIGHWAY RIGHTS-OF-WAY

Secretary of Transportation Jim Burnley today announced a final rule that permits states to decide whether to allow certain types of utilities, such as fiber-optic communication cables, telephone lines, fire and police signal systems, cable TV lines and water mains, to be installed along freeway and interstate highway rights-of-way.

Prior to this rule, the federal government had to approve every single request by a utility to use the rights-of-way even though the rights-of-way are owned by the individual states.

"The states are perfectly capable of deciding whether utilities may use state-owned rights-of-way. So long as highway safety standards are maintained, there is no reason for the federal government to be involved in each and every decision," Burnley said.

The rule requires the states to submit a plan setting forth the state's policy on the installation of utilities within freeway rights-of-way. A state can decide not to permit installation along the freeway, but this must be expressed in its plan. If the state elects to permit the installation of utilities within the highway property line, it must demonstrate the precautions that will be taken to protect highway safety. Once a state plan is approved by the FHWA, individual requests will no longer require FHWA approval on a case-by-case basis.

Under the old regulation, which required FHWA approval for each installation request, few utilities were allowed to be located along the rights-of-way. FHWA estimates that only about 250 requests have been granted nationwide since 1960, and these grants generally have been for very short segments of several thousand feet or less.

This rulemaking will enable a new generation of sophisticated communications equipment-- with significantly increased network capacity-- to serve the growing communication needs of the country, while, at the same time, providing greater cost savings to the public.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
February 5, 1988

FHWA 02-88
Contact: Eric Bolton
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DEADLINE NEARS ON FRONT WHEEL BRAKE REQUIREMENT FOR TRUCKS

Deputy Federal Highway Administrator Robert E. Farris today reminded the motor carrier industry that trucks must have operational brakes on all wheels, including the front wheels, effective Feb. 26, 1988. Failure to comply with the law could result in substantial civil and/or criminal penalties.

"We intend to work with the states and the industry to help ensure that commercial motor vehicles on our nation's highways comply with this rule," Farris said. "The regulation mandating front brakes was issued in January 1987. Although we have allowed the motor carrier industry a full year to comply with the rule, I am concerned that many operators have failed to correct brake deficiencies.

"Roadside inspections conducted by the states will be one of the most effective means of assuring compliance. State inspectors are authorized to place a vehicle out of service if its brakes are not operating properly," Farris said.

The final rule, consistent with the Commercial Motor Vehicle Safety Act of 1986, requires that trucks over 10,000 pounds gross vehicle weight rating, and manufactured after July 24, 1980, have operational brakes on all wheels.

The FHWA said failure to have working brakes on all wheels by Feb. 26 is a violation of a federal regulation and may result in a civil penalty of up to \$10,000 or a criminal penalty of up to \$25,000.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
February 24, 1988

FHWA 03-88
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FHWA REPORTS ROAD CONSTRUCTION COSTS FOR FOURTH QUARTER OF 1987

Deputy Federal Highway Administrator Robert E. Farris today announced that highway construction costs increased 0.5 percent during the fourth quarter of 1987, bringing the composite index for highway construction costs for the final quarter to 172.8 percent of the base year of 1977. (1977 average costs equal 100 percent).

The fourth quarter results raise the Federal Highway Administration's composite index for the entire calendar year to 172.0, an increase of 0.2 percent over the 171.6 annual index recorded for 1986.

Increases in the unit prices of common excavation, portland cement concrete, and structural steel caused the slight increase in the index for the fourth quarter. There were decreases in the unit prices for bituminous concrete and structural concrete. Unit prices for reinforcing steel were essentially unchanged.

The three-quarter moving composite price index for the third quarter of 1987—obtained by combining data for the last three quarters of 1987—increased 0.4 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 contract awards for Federal-aid contracts greater than \$500,000. Federal-Aid Secondary and Off-System projects are not included.

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

	(Three-quarter moving index)			
	Quarterly Price Index	Percentage Change	Three-quarter Moving Index	Percentage Change
*4th quarter, 1985	171.5	--	174.5	--
1st Quarter, 1986	175.7	+2.4	172.3	-1.3
2nd Quarter, 1986	169.0	-3.8	173.3	+0.6
3rd Quarter, 1986	176.0	+4.1	170.1	-1.8
4th Quarter, 1986	167.0	-5.1	170.6	+0.3
1st Quarter, 1987	169.9	+1.7	168.5	-1.2
2nd Quarter, 1987	172.8	+1.7	171.8	+2.0
3rd Quarter, 1987	171.9	-0.5	172.5	+0.4
4th Quarter, 1987	172.8	+0.5	--	--

* 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 fourth quarter of 1987, 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 (Fourth Quarter 1987) from:	
	Fourth Quarter 1987	Third Quarter 1987	Fourth Quarter 1986	Third Quarter 1987	Fourth Quarter 1986
Excavation	209.0	201.2	185.3	+ 3.9	+12.8
Surfacing:					
Portland cement concrete	161.0	143.6	172.9	+12.1	- 6.9
Bituminous concrete	156.9	167.8	158.4	- 6.5	- 0.9
Composite surfacing	158.2	160.1	163.0	- 1.2	- 2.9
Structures:					
Reinforcing steel	160.4	160.6	165.0	- 0.1	- 2.8
Structural steel	170.3	160.7	162.3	+ 6.0	+ 4.9
Structural concrete	167.3	174.7	159.6	- 4.2	+ 4.8
Composite structures	167.2	167.5	161.4	- 0.2	+ 3.6
Composite price index	172.8	171.9	167.0	+ 0.5	+ 3.5

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The price levels of the current component items of the three-quarter moving index in the third quarter of 1987, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Three-Quarter Moving Price Index 1977=100			Percentage Change this quarter (Third Quarter 1987) from:	
	Third Quarter 1987	Second Quarter 1987	Third Quarter 1986	Second Quarter 1987	Third Quarter 1986
Excavation	210.0	208.1	196.6	+0.9	+ 6.8
Surfacing:					
Portland cement concrete	149.5	144.4	156.9	+3.5	- 4.7
Bituminous concrete	159.3	160.1	167.4	-0.5	- 4.8
Composite surfacing	156.2	155.1	164.1	+0.7	- 4.8
Structures:					
Reinforcing steel	162.5	162.6	162.8	-0.1	- 0.2
Structural steel	170.8	170.2	162.2	+0.4	+ 5.3
Structural concrete	167.7	168.0	162.4	-0.2	+ 3.3
Composite structures	167.9	167.9	162.4	0.0	+ 3.4
Composite price index	172.5	171.8	170.1	+0.4	+ 1.4

* * * * *

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

Unit	Individual Quarters		Three Quarters	
	3rd Qtr. 1987	4th Qtr. 1987	2nd Qtr. 1987*	3rd Qtr. 1987**
Excavation CuYd.	\$ 2.34	\$ 2.43	\$ 2.42	\$ 2.44
PCC surface Sq.Yd.	14.29	16.02	14.38	14.88
Bit.conc.surf. Ton	25.96	24.27	24.77	24.65
Reinf. steel Lb.	0.437	0.436	0.442	0.442
Str. steel Lb.	0.835	0.886	0.885	0.888
Str. concrete Cu.Yd.	250.73	240.14	241.06	240.66

* Weighted average unit prices for the first three quarters of 1987.

**Weighted average unit prices for the last three quarters of 1987.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
March 10, 1988

FHWA 04-88
Contact: Eric Bolton
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Tel.: (202) 366-0660

NEW DOT PROPOSAL WOULD PERMIT ON-BOARD RECORDERS TO MONITOR COMMERCIAL VEHICLE OPERATION

Secretary of Transportation Jim Burnley today announced a proposal which would allow truck and bus operators to use on-board recording devices that automatically monitor vehicle and driver information.

The proposal would give commercial motor vehicle operators the option of using automatic data devices in lieu of the daily handwritten logbook entries currently required by federal regulation.

"Our proposal would give the motor carrier industry greater flexibility to meet federal recordkeeping requirements, while at the same time reduce the paperwork burdens imposed on carriers and individual drivers," Secretary Burnley said. "We also expect that recorders will improve the accuracy of data on drivers' hours of service."

The proposal would allow a variety of devices, ranging from a basic recording device to a more sophisticated computer system, to be installed in trucks and buses and used in lieu of handwritten records.

FHWA will continue to monitor the performance and effectiveness of the on-board recording devices. Under the proposed rule, the FHWA would still require a motor carrier to use a handwritten log if the carrier's automatic recorder fails or does not produce the appropriate information.

Comments should be referred to FHWA Docket No. MC-130 and be submitted to Federal Highway Administration, Room 4232, HCC-10, 400 Seventh Street, SW, Washington, D.C. 20590. Comments must be received within 30 days of publication in the Federal Register.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
March 22, 1988

FHWA: 05-88
Contact: Eric L. Bolton
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Tel.: (202)366-0660

NINE STATES TAKE TOP HONORS IN NATIONAL HIGHWAY SAFETY COMPETITION

Federal Highway Administrator-designate Robert E. Farris today announced that nine states have won a total of 10 awards for outstanding highway safety programs for 1987.

"Highway safety has always been a primary concern of the Federal Highway Administration," Administrator-designate Farris said. "But highway safety has never been more important than it is today, particularly as an increasing number of our highways undergo repairs while having to accommodate greater volumes of traffic.

"State and local safety programs are saving thousands of lives each year, and preventing countless thousands of injuries," Farris said. "It is fitting that these state safety initiatives receive national recognition."

The New York City Department of Transportation took "Best Overall" honors in the competition for its "Queens Boulevard Pedestrian Safety Program." The safety effort involved improving traffic control devices, enforcement, and safety education to reduce the number of pedestrian deaths along the city's widest arterial street. During the year before the program was instituted, there were 21 pedestrian deaths and 19 severe injuries over a 2.5 mile section of Queens Boulevard. Pedestrian accidents dropped by more than 50 percent as a result of the program.

Other winners in the 1987 safety awards competition are:

- California Department of Transportation (CALTRANS), which claimed two awards, one for "Innovation" involving the installation of new, indented rumble strips on more than 150 miles of desert freeway shoulders to warn motorists they are running off the road; and the second award (an "Honorable Mention") for a statewide work zone safety campaign, called "Give 'Em A Brake," to raise public awareness about the hazards of driving on roads under repairs.

- Tennessee Department of Transportation, the "Effectiveness Award" for constructing a detour on a reconstruction project on I-24. The detour was so carefully planned and constructed that there were fewer accidents on the detour than on the original road.
- Minnesota Department of Transportation, the "Efficiency Award" for providing cost-effective training for 3,100 employees involved in work zone areas, and establishing uniform standards for local traffic control.
- Nevada Department of Transportation, the "Program, Planning, Development and Evaluation Award" for implementing a data system to report traffic and accident information on a computer-generated map.
- New Mexico State Highway and Transportation Department, which also won the "Program, Planning, Development and Evaluation Award" for developing and implementing a data system to report traffic and accident information on a computer-generated map.
- Washington Department of Transportation, the "Safety Improvement Award" for a program to upgrade substandard bridge railings using a "three-beam" rail system, costing considerably less than the Jersey barrier rails used before, thus allowing more bridges to be upgraded in safety.
- South Carolina Office of Highway Safety Programs, the "Local Agency Safety Award" for developing a local traffic records system providing access to accident data maintained by the state.
- Colorado Department of Highways, an "Honorable Mention" for inventing a "truckers trivia" game on safe operation and maintenance practices. Game cards are provided at truck stops and points of entry into the state.

A national panel of highway safety experts selected the 1987 award winners. Panel members were David Hensing, Deputy Executive Director of the American Association of State Highway Transportation Officials, Thomas Brahm, Executive Director of the Institute of Transportation Engineers, Judith Stone, Director of Federal Affairs, National Safety Council, Sheldon Strickland, Chief Traffic Engineering Division, Office of Traffic Operations, Federal Highway Administration (FHWA), and R. Clarke Bennett, Director of the Office of Highway Safety, FHWA.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
March 23, 1988

FHWA 06-88
Contact: Eric Bolton
 Laurel Faulkner
Tel: (202) 366-0660

FHWA ANNOUNCES 1988 HIGHWAY DESIGN CONTEST

Federal Highway Administrator designate Robert E. Farris today announced that FHWA is currently accepting nominations for the 1988 Biennial Awards for excellence in highway design.

"America owes a great deal to its highway professionals," Farris said. "Without the dedication of the men and women who design, build and administer our highways and bridges, we would not enjoy the unparalleled quality of life and freedom of movement that is so often viewed as a birthright for every American. These design awards, open to state and local governments as well as to the private sector, serve to recognize the efforts of America's highway designers and builders."

Nationwide entries in the 1988 highway design contest will compete for awards in the following categories:

1. The urban highway
2. The rural highway
3. Major highway structures (bridges, overpasses, tunnel approaches, interchanges)
4. Highway support facilities (safety rest areas, HOV facilities, pedestrian malls)
5. Cost saving innovations
6. Historic preservation and cultural enhancement (cultural, historical, natural and archeological sites)
7. Pavement rehabilitation/reconstruction
 - a. Asphalt
 - b. Concrete
8. Highway improvements in federally owned lands (national parks and forests, Indian reservations, etc.)

-more-

The competition is open to any highway or highway-related project in the U.S. or its possessions, which has been completed since January 1, 1984. Any person or organization may submit a nomination. Projects which previously won awards in the Biennial Awards competition are not eligible for nomination in this year's contest. Federal agencies' projects are eligible under category 8.

Entry forms for the 1988 Biennial Awards competition may be obtained by contacting the Federal Highway Administration's Division offices in each state. An entry form is attached for your information and use. Additional entry forms are available from the Office of Engineering (HNG-14), Federal Highway Administration, Washington, D.C. 20590, telephone (202) 366-1318. The deadline for submitting nominations is Friday, May 20, 1988. Entries postmarked later than May 20 cannot be accepted and will be returned.

The finalists in the competition will be judged Aug. 17-19 in Washington, D.C. The winners will be announced at the annual meeting of the American Association of State Highway and Transportation Officials (AASHTO) to be held in December in Wichita, Kans.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
April 6, 1988

FHWA 07-88
CONTACT: Eric L. Bolton
Laurel Faulkner
(202) 366-0660

IN-CAR 'NAVIGATION' SYSTEM TO GET TEST RUN IN LOS ANGELES

Federal Highway Administrator-designate Robert E. Farris today announced that Los Angeles will be the site of a three-year highway research project to test the feasibility of electronically linking traffic condition information with a TV-type computerized mapping device located on a vehicle's dashboard.

"This research program, a cooperative venture between the California Department of Transportation (CALTRANS), the Federal Highway Administration (FHWA) and General Motors (GM), marks a new chapter in the war on highway congestion," Farris said. "We can no longer completely build our way out of the congestion crisis by laying more concrete and asphalt. Time is too short, money is too scarce and land is often not available."

Farris added, "Rather than concentrating only on the supply side of the transportation equation, we must look at managing the demands we are placing on our existing highways to see how drivers can better and more efficiently use what we already have. I am particularly pleased that this research effort will benefit from the resources and talent in both the public and private sectors."

The research project will be conducted by CALTRANS in the greater Los Angeles area using 25 specially equipped cars donated by GM. Each car will have an electronic map of Los Angeles' streets displayed on a console screen fitted on the dashboard. During this research project, the in-vehicle navigation system will be refined to receive and display traffic and accident information from CALTRANS' traffic operations center. This new "smart" highway-vehicle system will be the first of its kind to be tested.

"During this test, drivers will be able to turn on the electronic map in the car and get up-to-the-minute information on traffic conditions and accidents displayed on the screen," Farris explained. "The map will display routing alternatives the driver could choose to avoid the congested areas."

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"The ultimate goal of the experiment is to determine how this kind of technology can be used in real-world applications to help reduce traffic congestion, especially congestion caused by traffic incidents," Farris said. He added that a successful system could have a variety of additional uses, including helping emergency vehicles, such as ambulances and fire equipment, find the shortest, fastest and safest routes to their destinations.

Farris said that actual field tests will be conducted following the system design and installation. The field tests will assess whether the use of electronic navigation systems, along with the "smart" corridor concept, can be used to better manage traffic flow. According to Farris, the hardware would be enhanced so that the system could receive and display broadcast electronic signals detailing the latest traffic information.

"We want to see if this kind of on-board navigation system can be used to improve the travel performance of individual drivers, improve safety and lower travel costs," Farris said. In addition to GM, other sponsors include CALTRANS, which is not only conducting the experiment, but is providing \$900,000 in funding. FHWA is contributing \$750,000 and technical support to the project.

Farris said that the problem of congestion is growing nationwide. In 1985, 61 percent of the travel on urban Interstates during peak driving hours occurred under congested conditions. Traffic delays on other urban highways increased 30 percent between 1984 and 1985. Farris explained that the reasons for these congestion problems are varied. However, he added that one of the key factors has been the significant increase in urban traffic (up 10.1 percent between 1983 and 1985). "There is every indication that total travel will continue to grow in the future, perhaps as much as 50 percent by the year 2005," Farris warned. "We are going to need to enlist every weapon at our disposal if we are going to maintain our national mobility and economic vitality."

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
April 26, 1988

FHWA 08-88
Contact: Eric Bolton
Laurel Faulkner
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FHWA ALLOCATES \$8 MILLION IN TRAINING FUNDS FOR DISADVANTAGED BUSINESSES

Federal Highway Administrator-designate Robert E. Farris today announced the allocation of more than \$8 million to the states to help support business development and training programs for minority and women-owned highway construction firms.

The FY 1988 funds were distributed to the states under the Federal Highway Administration's (FHWA's) "Supportive Services" program, which provides funds to state highway and transportation departments to help train disadvantaged business enterprises (DBEs) so that they may participate more effectively in federally-funded highway construction projects.

"FHWA's Supportive Services program is designed to encourage increased competition within the highway construction industry by encouraging small, economically disadvantaged firms which are owned and operated by minorities and/or women to become successful contractors and subcontractors," Farris explained.

Supportive Services funds are made available to the states to educate disadvantaged contractors in a variety of business management skills. These specialized areas include the latest techniques in highway construction, construction management skills, and competitive bidding for highway contracts.

Since the Supportive Services program began in 1972, approximately \$141 million in business development and training funds have been allocated to the states. This includes the FY 1988 funds.

Distribution of the funds to the states is based on a formula. The amounts range between \$90,000 and \$500,000, unless a smaller amount is requested by the states. A listing of each state's FY 1988 allocation is provided.

<u>STATE</u>	<u>ALLOCATION</u>
ALABAMA	\$110,000
ALASKA	\$124,670
ARIZONA	\$108,290
ARKANSAS	\$ 90,000
CALIFORNIA	\$500,000
COLORADO	\$150,150
CONNECTICUT	\$227,500
DELAWARE	\$ 90,000
DISTRICT OF COLUMBIA	\$ 90,000
FLORIDA	\$332,150
GEORGIA	\$238,420
HAWAII	\$ 95,195
IDAHO	\$ 90,000
ILLINOIS	\$298,480
INDIANA	\$153,790
IOWA	\$133,770
KANSAS	\$ 95,000
KENTUCKY	\$131,950
LOUISIANA	\$200,000
MAINE	\$ 90,000
MARYLAND	\$150,000
MASSACHUSETTS	\$400,000
MICHIGAN	\$234,780
MINNESOTA	\$167,440
MISSISSIPPI	\$100,100
MISSOURI	\$100,000

<u>STATE</u>	<u>ALLOCATION</u>
MONTANA	\$ 90,000
NEBRASKA	\$ 90,000
NEVADA	\$ 90,000
NEW HAMPSHIRE	\$ 0
NEW JERSEY	\$257,530
NEW MEXICO	\$ 90,000
NEW YORK	\$120,319
NORTH CAROLINA	\$181,132
NORTH DAKOTA	\$ 90,000
OHIO	\$287,560
OKLAHOMA	\$100,000
OREGON	\$ 72,000
PENNSYLVANIA	\$412,230
RHODE ISLAND	\$ 0
SOUTH CAROLINA	\$102,830
SOUTH DAKOTA	\$ 90,000
TENNESSEE	\$183,820
TEXAS	\$500,000
UTAH	\$ 90,000
VERMONT	\$ 70,000
VIRGINIA	\$200,200
WASHINGTON	\$200,000
WEST VIRGINIA	\$ 60,800
WISCONSIN	\$134,680
WYOMING	\$ 2,000
<u>PUERTO RICO</u>	<u>\$ 70,000</u>

TOTAL	\$8,086,786
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News:

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Washington, D.C. 20590

FOR RELEASE THURSDAY
May 5, 1988

FHWA 08-88
Contact: Eric L. Bolton
 Damian P. Hill
Tel.: (202) 366-0660

DOT PROPOSES STRICT ALCOHOL RULE FOR TRUCK AND BUS DRIVERS

Secretary of Transportation Jim Burnley today proposed to disqualify both interstate and intrastate commercial vehicle drivers found to have an alcohol concentration of 0.04 percent, measured in either the blood or breath.

Burnley noted that first time violators would be subject to a one-year disqualification. A second violation of the proposed 0.04 standard would result in a lifetime disqualification.

"While the vast majority of America's commercial drivers avoid alcohol use when working, we cannot and will not tolerate those few operators who ignore common sense and endanger themselves and others on the highway by drinking and driving," Burnley said.

He added that the strict standard, being proposed by the Federal Highway Administration (FHWA), "is significantly below" the standard of 0.10 percent set by most states as the level at which any driver is considered to be "under the influence" of alcohol and subject to criminal penalties. "The proposed stricter standard of 0.04 for truck and bus operators is proper considering the potential risk to life, limb and property posed by these larger vehicles should an accident occur," Burnley explained. He added that the length of time commercial drivers usually spend behind the wheel, coupled with the greater operating skills such vehicles demand from their drivers at all times, are additional reasons why the 0.04 standard is being proposed.

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Under this rulemaking, Burnley said a number of regulatory changes were being contemplated, many of which respond to congressional concerns expressed in the Commercial Motor Vehicle Safety Act of 1986. Burnley noted that the rulemaking proposes to establish a federal definition of "driving under the influence" for commercial drivers. According to the DOT Secretary, the FHWA would define the federal DUI standard for commercial drivers to be whatever the current state DUI standard is, provided the state standard was no higher than 0.10. Under the proposal, commercial drivers would face state-imposed criminal penalties if found to be in violation of the DUI standard, in addition to facing disqualification for violating the 0.04 BAC standard.

FHWA Administrator-designate Robert E. Farris noted that current federal regulations prohibit a person from consuming alcohol on duty and/or from consuming alcohol during a four-hour period prior to going on duty. "However, our proposed rule would strengthen enforcement of these existing regulations by also mandating that a driver be placed out of service for 24 hours if any trace of alcohol is detected," Farris added.

Under the 1986 Act, states must adopt the federally-established standards and sanctions or they may lose federal highway funds.

Farris added that the proposed rulemaking is in accord with the recommendations of a study done for the Department of Transportation by the National Academy of Sciences, which said "any consumption of alcohol on the job by commercial vehicle drivers is inappropriate for the workplace and incompatible with traffic safety."

For purposes of the regulation, Farris explained that a commercial motor vehicle is any vehicle with a gross vehicle weight rating of more than 26,001 pounds; any vehicle designed to transport more than 15 persons (including the driver); or any vehicle required to be placarded while carrying hazardous materials.

The FHWA is calling for public comments, which should be submitted to the Federal Highway Administration, Room 4232, HCC-10, Washington, D.C. 20590. The comment period will be 50 days.

The FHWA will also conduct two public forums on the rulemaking, one in Washington, D.C. and one in Denver, Colorado. The dates and times of the forums will be announced later. Persons desiring to make presentations, which will be limited to 15 minutes, should contact Stanley Hamilton by telephone at the Office of Motor Carriers, at (202) 366-0665, in order to be scheduled or to obtain further information.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

For Release Friday
May 13, 1988

FHWA 09-88

Contact: Eric L. Bolton
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(202) 366-0660

DOT ELIMINATES COMMERCIAL ZONE EXEMPTION FOR COMMERCIAL VEHICLES AND DRIVERS

Secretary of Transportation Jim Burnley today announced a final rule ending a long-standing commercial zone exemption from most of the Federal Motor Carrier Safety Regulations granted to commercial vehicles and drivers by the Interstate Commerce Commission (ICC) more than 50 years ago.

A commercial zone is defined as the area in and around any metropolitan district, which includes thousands of towns and cities across the nation as well as America's major metropolitan areas.

"The final rule will ensure that interstate truck traffic operating in and around our major cities will comply with the same comprehensive federal safety regulations as do long-haul, interstate carriers," Burnley said.

"Exemptions from federal safety regulations were first granted to city-based commercial traffic years ago when the nature of such commercial traffic was primarily stop-and-go delivery service largely confined to a city's downtown central business district," Burnley explained.

Robert E. Farris, the Federal Highway Administrator-designate, said, "Over the years, however, urban commercial zones have expanded geometrically, extending far out into suburban regions. A driver operating within a modern commercial zone is just as apt to be driving as big a rig, and encountering just as many different driving environments, as his long-haul counterpart."

-more-

Farris noted that, under the final rule, commercial motor vehicles operating in commercial zones will have to comply with Federal Motor Carrier Safety Regulations (or compatible state rules), such as driver qualification requirements, inspection procedures, equipment standards, and repair and maintenance regulations. He added that a commercial motor vehicle is defined as a vehicle with a gross weight rating greater than 10,000 pounds; or a vehicle designed to transport 15 or more passengers.

In order to prevent the unnecessary dislocation of current commercial motor vehicle drivers operating in interstate commerce, the final rule grandfathers certain drivers for a two-year period. This grandfather clause applies only to those drivers who: (a) operate within a commercial zone; (b) were regularly employed by a motor carrier as of Jan. 1, 1988; and (c) do not operate a placarded vehicle containing hazardous material. For those drivers, the two-year exception would delay application of the mandatory 21-year-old minimum federal driving age and federal medical requirements prohibiting driving by those suffering from certain medical conditions such as diabetes or epilepsy, or persons not meeting federal vision and hearing standards.

However, these commercial drivers will now have to be examined and certified by their physicians as otherwise fit to drive within the commercial zones for this two year period.

For further information, contact Stanley Hamilton, Office of Motor Carriers, at the Federal Highway Administration, Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590; telephone (202) 366-2519.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
June 8, 1988

FHWA: 10-88
Contact: Laurel Faulkner
Tel.: (202) 366-0660

ROBERT E. FARRIS SWORN IN
AS FHWA ADMINISTRATOR

Robert E. Farris was sworn in today as the 11th Administrator of the Federal Highway Administration (FHWA). Farris, who has served the FHWA as Deputy Administrator since August 1986, was confirmed unanimously by the U.S. Senate on June 6, 1988, and the oath of office was administered today by Transportation Secretary Jim Burnley.

"Bob Farris' exemplary service as a state highway commissioner, coupled with his extensive expertise in truck and bus issues, make him ideally suited to serve as FHWA Administrator," Burnley said. "During his tenure as Deputy Administrator, Bob has been effective in applying his broad range of transportation experience to FHWA programs. I am confident that he will continue to play a vital role in shaping America's highway transportation programs as Administrator."

Prior to joining the FHWA, Farris served as Commissioner of the Tennessee Department of Transportation from 1981 to 1985. Farris was also a member of the American Association of State Highway and Transportation Officials (AASHTO), serving that organization as Chairman of its standing Committee on Aviation. He also served on the Executive Board of the Transportation Research Board. In 1985, Farris was appointed to the National Council on Public Works Improvements, and served as its first Chairman. He resigned that post to accept his appointment as FHWA Deputy Administrator.

Prior to joining the Tennessee Department of Transportation, Farris was active in municipal affairs and served as Vice Chairman of the Nashville Electric Service Power Board. He has completed courses for government and transportation officials at the Kennedy School of Government at Harvard University, and at the Transportation Executive Institute at the University of Virginia. He has also completed a year-long study of local government through the "Leadership" Nashville program.

Farris, 60, is married to the former Dorothy Ann Wright of Nashville, Tennessee. They have two children and three grandchildren.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
June 14, 1988

FHWA 11-88
Contact: Laurel Faulkner
Phone: (202) 366-0660

LOWELL JACKSON APPOINTED FHWA DEPUTY ADMINISTRATOR

Federal Highway Administrator Robert E. Farris today announced the appointment of Lowell B. Jackson as Deputy Administrator of the Federal Highway Administration.

"Lowell has an outstanding reputation in both the academic and transportation communities," Administrator Farris said. "His expertise will be invaluable to me personally, and to the entire program."

Jackson is a Professional Engineer with an extensive background in transportation. In 1987, he was Executive Director of the Colorado Department of Highways. He served as Secretary of the Wisconsin Department of Transportation from 1979-1981, and from 1983-1986. He was Secretary of Labor for the state of Wisconsin in 1981-1982, and spent 21 years on the engineering faculties of both Purdue University and the University of Wisconsin.

Jackson is immediate past Chairman of the Executive Committee of the Transportation Research Board, and was appointed in 1986 by President Reagan to the five-member National Council on Public Works Improvement where he served until the Council finished its work in April of this year.

Jackson holds an M.S. degree in Civil Engineering, and two B.S. degrees from Purdue University. He received Purdue's Distinguished Engineering Alumnus Award in 1984, and the American Society of Civil Engineers' Civil Government Award in 1987.

Jackson is a native of Milwaukee. He is married to the former Joan Bradley, who served as the U.S. Department of Transportation's Regional Representative for the Secretary in Region V during 1981 and 1982. They have three adult children.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE

Friday, July 1, 1988

FHWA 12-88

Contact: Wendy DeMocker

Tel.: (202) 366-0237

Damien Hill

Tel.: (202) 366-0660

BURNLEY TO OPEN HEARINGS ON DRUG TESTING FOR COMMERCIAL DRIVERS

Secretary of Transportation Jim Burnley will chair the first three in a series of public hearings beginning July 12 on the Department's proposed rule to mandate a program of drug testing for interstate truck and bus drivers.

Burnley will chair hearings on July 12 in Cleveland, Ohio, July 18 in Birmingham, Ala., and July 25 in Dallas, Texas. Other hearings are scheduled for Aug. 4 in Los Angeles and Aug. 9 in Washington, D.C.

The Federal Highway Administration (FHWA) issued a Notice of Proposed Rulemaking on June 14 that would require random testing; pre-employment testing; testing as a part of periodic physical examinations; testing after accidents; and testing upon reasonable suspicion of drug use for interstate truck and bus drivers. Testing would take place under strict federal guidelines and with respect for the privacy and dignity of the individual.

The proposed rule is designed to prevent drug abuse and to promote rehabilitation rather than punishment, but calls for penalties up to and including disqualification of drivers.

"The purpose of holding public forums is to solicit expert advice on the proposed regulations," FHWA Administrator Robert E. Farris said. "We encourage all interested parties to participate in these forums."

For further information on the forums or for scheduling presentations, persons should contact Stanley Hamilton of the Office of Motor Carriers, 400 Seventh St., S.W., Washington, D.C. 20590, (202) 366-0665.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, July 15, 1988

FHWA 13-88
Contact: Wendy DeMocker
Tel.: (202) 366-4570
Gary Hoitsma
Tel.: (202) 366-0660

FHWA SETS STANDARDS FOR COMMERCIAL DRIVER'S LICENSES

A final rule establishing standards for the testing and licensing of interstate and intrastate truck and bus drivers was announced today by Secretary of Transportation Jim Burnley.

The Department has almost completed its review of waiver requests from the commercial driver license requirements from groups including farmers, firefighters, transit workers, active duty military personnel, certain railroad employees and employees of public utilities. The Federal Highway Administration (FHWA) received over 2,000 comments on the question of whether, if granted, the waivers would serve the public interest or diminish public safety. The FHWA will announce its decision in a separate action next week on these specific waiver requests.

"The rule being issued today will help ensure that the individuals operating commercial motor vehicles on our highways meet the high level of competency that is demanded of their job," Secretary Burnley said.

"We have been working with the states to determine the most effective means of testing and licensing commercial drivers. This final rule establishes the minimum standards which the states must follow in developing their testing and licensing procedures," Federal Highway Administrator Robert E. Farris said.

Under the Federal Highway Administration's rule, all Commercial Driver License (CDL) applicants must take a basic knowledge test which will be relatively uniform among the states. The test will have no fewer than 30 questions and applicants must have a passing grade of 80 percent. Applicants must also demonstrate their driving skills by passing a driving test in a vehicle representative of the type they intend to operate.

Each individual state has the discretion to "grandfather" selected operators who have already demonstrated their ability to safely operate those vehicles. To be "grandfathered", a driver must have a good driving record and proof of passing an acceptable skills test or two years of driving experience.

Today's action is one in a series of rulemakings designed to implement the various provisions of the Commercial Motor Vehicle Safety Act of 1986, which sought to improve the safe operation of commercial motor vehicles and to reduce truck and bus accidents on the nation's highways.

The final rule also specifies that:

- * Drivers who intend to operate double/triple trailers, passenger vehicles designed to transport 16 or more persons, tank vehicles or vehicles transporting hazardous materials must pass specialized tests.
- * States may also allow local governments, industries or other groups to conduct the driving tests.
- * States must check applicants' driving records to ensure they are not subject to any disqualification, suspension, revocation or cancellation and to determine that they do not possess more than one license.
- * Licensing fees and length of validation for commercial licenses will be determined by the individual states.
- * States identifying drivers falsifying information shall at a minimum suspend, revoke, or cancel the CDL. The duration of the penalty will be decided by the state.
- * Any state not complying with the CDL regulations by 1993 could lose 5 percent of its federal-aid highway funds for fiscal year 1994 and 10 percent for any following years.

The regulation, which will be published in the Federal Register, applies to all operators of trucks weighing more than 26,000 pounds, to drivers of vehicles designed to transport 16 or more persons, and to drivers of vehicles that transport placarded hazardous materials.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
August 8, 1988

FHWA 14-88
Contact: Gary Hoitsma
Laurel Faulkner
Tel.: (202) 366-0660

PROPERTY ACQUISITION AND RELOCATION ASSISTANCE POLICY TO BE UNIFORM GOVERNMENTWIDE

A proposed rule that would establish governmentwide uniform policies to deal with real property acquisition and relocation assistance for persons displaced by public projects was announced today by Secretary of Transportation Jim Burnley.

As mandated by the Surface Transportation and Uniform Relocation Assistance Act (STURAA) of 1987, the proposed rule would be adopted by all federal, state and private entities by April 2, 1989, whenever federal funds are used to purchase property.

"The American people should be assured of fair, consistent treatment no matter which government agency is involved in land purchases and relocation," Burnley said. "This regulation establishes guidelines whenever federal funds are used to acquire land or to relocate people displaced for public projects such as highways, airport or defense installations."

Federal Highway Administrator Robert E. Farris added, "This regulation builds upon the Administration's successful efforts to provide consistency, and to reduce administrative burdens by establishing a single process for federal programs."

Specifically, the proposed rule implements amendments to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 which provide expansion of the definition of "displaced person," payments for re-establishing displaced businesses, state certification procedures and increased payments to displaced persons in keeping with today's economy.

The STURAA of 1987 designated the Department of Transportation as lead agency to develop and implement the single governmentwide rule.

- more -

As part of the rulemaking process, the FHWA will hold public forums in Philadelphia on Aug. 17; Portland, Ore. on Aug. 22; and Chicago on Aug. 24, to solicit comments on the proposed rule from local government agencies, developers, public corporations, and other concerned citizens.

Written comments should be sent to FHWA Docket No. 87-22, FHWA, Room 4232, HCC-10, 400 Seventh St., S.W., Washington, D.C. 20590. Comments will be accepted for 60 days. The proposed rule was published in the Federal Register.

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News:

Office of the Assistant Secretary for Public Affairs
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FOR RELEASE WEDNESDAY
August 17, 1988

FHWA 15-88

CONTACT: Cecilio A. Leonin
(202) 366-4651
Laurel Faulkner
(202) 366-0660

FHWA REPORTS ROAD
CONSTRUCTION COSTS FOR
FIRST QUARTER OF 1988

Federal Highway Administrator Robert E. Farris announced today that highway construction costs increased 16.8 percent over the fourth quarter of 1987 based on highway construction contracts awarded during the first quarter of 1988. This increase brings the composite bid price index to 201.8 percent of the 1977 base year (1977 average costs equal 100 percent).

The bid price index is a measure of the cost of highway construction. It reflects average contract prices on a wide range of construction projects. These projects include construction of new highways and bridges, as well as reconstruction and rehabilitation of existing facilities, safety improvements, addition of lanes, etc. The index is based on the items that usually are the major components, such as excavation, structural concrete, and bituminous concrete surfacing, of Federal-aid highway projects reported during the quarter. Therefore, the bid price index responds to changes in many factors, including the cost of materials, labor, and equipment, the location of projects, the time allowed for project completion, construction techniques employed, and seasonal variations in the weather.

- more -

The increase in bid price index for the first quarter of 1988 was triggered primarily by significant increases in the unit prices of structural concrete, reinforcing steel, and common excavation. These increases were generally attributable to smaller quantities of these items in the individual projects reported, coupled with more difficult work conditions, and higher prices for state of the art materials specified in the contracts. The unit prices for structural steel and bituminous concrete surfacing also increased, while the unit price for portland cement concrete surfacing decreased.

The three-quarter moving composite price index for the fourth quarter of 1987 - obtained by combining data for the last two quarters of 1987 and the first quarter of 1988 - increased 4 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 contract awards for Federal-aid contracts greater than \$500,000. Federal-Aid Secondary and Off-System projects are not included.

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

	Quarterly Price Index	Percentage Change	(Three-quarter moving index) Three-quarter Moving Index	Percentage Change
*1st quarter, 1986	175.7	--	172.3	--
2nd quarter, 1986	169.0	-3.8	173.3	+0.6
3rd quarter, 1986	176.0	+4.1	170.1	-1.8
4th quarter, 1986	167.0	-5.1	170.6	+0.3
1st quarter, 1987	169.9	+1.7	168.5	-1.2
2nd quarter, 1987	172.8	+1.7	171.8	+2.0
3rd quarter, 1987	171.9	-0.5	172.5	+0.4
4th quarter, 1987	172.8	+0.5	179.4	+4.0
1st quarter, 1988	201.8	+16.8	--	--

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

* * * * *

- more -

The price levels of the component items of the quarterly index in the first quarter of 1988, 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 (First Quarter 1988) from:	
	First Quarter 1988	Fourth Quarter 1987	First Quarter 1987	Fourth Quarter 1987	First Quarter 1987
	Excavation.....	288.2	209.0	202.2	+37.9
Surfacing:					
Portland cement concrete....	152.9	161.0	144.8	- 5.0	+ 5.6
Bituminous concrete.....	168.6	156.9	159.3	+ 7.5	+ 5.8
Composite surfacing....	163.6	158.2	154.7	+ 3.4	+ 5.8
Structures:					
Reinforcing steel.....	185.7	160.4	159.5	+15.8	+16.4
Structural steel.....	172.9	170.3	168.5	+ 1.5	+ 2.6
Structural concrete.....	206.3	167.3	168.3	+23.3	+22.6
Composite structures....	191.4	167.2	166.9	+14.5	+14.7
Composite price index.....	201.8	172.8	169.9	+16.8	+18.8

The price levels of the current component items of the three-quarter moving index in the fourth quarter of 1987, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Three Quarter Moving Price Index 1977=100			Percentage Change this (Fourth Quarter 1987) from:	
	Fourth Quarter 1987	Third Quarter 1987	Fourth Quarter 1986	Third Quarter 1987	Fourth Quarter 1986
	Excavation.....	222.8	210.0	198.3	+6.1
Surfacing:					
Portland cement concrete....	152.7	149.5	159.2	+2.1	- 4.1
Bituminous concrete.....	164.5	159.3	166.1	+3.3	- 1.0
Composite surfacing.....	160.7	156.2	163.9	+2.9	- 2.0
Structures:					
Reinforcing steel.....	165.7	162.5	161.9	+2.0	+ 2.3
Structural steel.....	168.6	170.8	164.3	-1.3	+ 2.6
Structural concrete.....	180.0	167.7	161.9	+7.3	+11.2
Composite structures.....	173.7	167.9	162.7	+3.5	+ 6.8
Composite price index.....	179.4	172.5	170.6	+4.0	+ 5.2

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- more -

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

Unit	Individual Quarters		Three Quarters	
	4th Qtr. 1987	1st Qtr. 1988	3rd Qtr. 1987*	4th Qtr. 1987**
Excavation... Cu.Yd.	\$ 2.43	\$ 3.35	\$ 2.44	\$ 2.59
PCC surface.. Sq.Yd.	16.02	15.22	14.88	15.20
Bit.conc.surf Ton	24.27	26.09	24.65	25.44
Str. reinf... Lb.	0.436	0.505	0.442	0.451
Str. steel... Lb.	0.886	0.889	0.888	0.877
Str. concrete Cu.Yd.	240.14	296.05	240.66	258.33

* Weighted average unit prices for the last three quarters of 1987.

** Weighted average unit prices for the last two quarters of 1987 and the first quarter of 1988.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
August 24, 1988

FHWA 16-88
Contact: Gary Hoitsma
 Damian Hill
Tel.: (202) 366-0660

FHWA REVISES BRIDGE INSPECTION STANDARDS

A final rule that will strengthen the National Bridge Inspection Standards (NBIS) by requiring states to closely monitor bridges in need of special inspections was announced today by Federal Highway Administrator Robert E. Farris.

The Federal Highway Administration (FHWA) rule will require states to identify and keep records of bridges that have certain features, such as fracture critical members (portions of the bridge under tension which are likely to cause collapse of a significant portion of the bridge if the member fails), as well as bridges that require periodic underwater, or other special inspections. The states will also be required to determine the appropriate inspection procedures and frequency of inspections for these bridges.

The rule also allows certain bridges to be inspected at intervals greater than the two-year time period currently in place. Longer inspection intervals would be permitted only for bridges that are relatively new, are in good condition, have safe load capacities at least equal to the state legal load, are in low traffic volume areas, and have proven performance histories. In every case, the FHWA would be required to give its approval before any bridge or class of bridges would be allowed to be inspected at intervals longer than the previous two-year maximum.

"There are many bridges in our country that require frequent inspections, sometimes as often as every few months," Farris said. "There are also some newer structures that are in very good condition that require less frequent inspections. Increasing the time between inspections on some structures would provide states with the flexibility to focus their bridge inspection program resources where they feel they are most needed," he added.

- more -

Other revisions to the bridge inspection standards include:

- o Entering into the state bridge inventory file the change in status of any bridge due to replacement, rehabilitation or load restriction. This would be required 90 or 180 days after the change, depending upon whether it is under state or local jurisdiction.
- o Certification of bridge inspection team leaders after they have met the required levels of competence.

The final rule will be published in the Federal Register. The FHWA will issue a technical advisory outlining the four provisions of the National Bridge Inspection Standards that are affected by this rulemaking.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, September 20, 1988

FHWA 17-88
Contact: Wendy DeMocker
Tel.: (202) 366-4570
Gary Hoitsma
Tel.: (202) 366-0660

DOT ANNOUNCES DECISION ON COMMERCIAL DRIVER'S LICENSE WAIVERS

Saying that it is possible "to ease federal regulations on our nation's farmers without compromising safety," Secretary of Transportation Jim Burnley today granted the states authority to exempt certain farm to market operators from commercial drivers license (CDL) requirements.

Burnley's decision, which followed several months of public comment, also applies to firefighters and military personnel. Most of the more than 2,000 comments received favored a waiver as being in the public interest.

Under the policy, states will be allowed to decide to adopt the waivers or to continue to require drivers to be tested and licensed under the existing CDL requirements.

The decision, issued in the form of a notice by the Federal Highway Administration (FHWA), will allow states to exempt operators of farm vehicles that are controlled and operated by a farmer, used to transport agricultural products, farm machinery or farm supplies to or from the farm, not used in for-hire or contract carrier operations, and driven no further than 150 miles from the home. Generally, these vehicles have a better accident record than "non-farm" vehicles of similar sizes. In 1982, the most recent year for which complete data is available, the rate of accidents for farm vehicles was less than half of the rate for non-farm trucks.

For example, the fatality rate for all farm vehicles above 10,000 pounds was 2.95 per hundred million vehicle miles compared to 6.64 for non-farm vehicles. The fatality rate for farm vehicles above 26,000 pounds was 2.81 compared to 7.25 for non-farm vehicles of the same size. Based on 1985-1987 data available from DOT's Research and Special Programs Administration (RSPA), there have been no fatalities reported by farmers related to light or heavy vehicles, which carry hazardous materials.

Additionally, states will be permitted to grant waivers to operators of firefighting equipment operated by a municipality or volunteer fire department.

Military personnel, including National Guardsmen, driving military vehicles are also granted an exemption from the CDL requirements. The Department of Defense has a comprehensive driving program that provides special training for military personnel who operate military vehicles. The DOD also issues a special driver's license that enforces strict penalties for traffic violations.

The 1986 Commercial Motor Vehicle Safety Act granted the Department the authority to issue waivers if they were not contrary to the public interest and did not diminish the safe operation of commercial motor vehicles. The determination will be published in the Federal Register. The FHWA will continue to monitor the safety record of the groups waived from the requirements to assure that safety is not diminished.

The FHWA also announced its decision to deny similar waivers at this time to transit operators, railroad employees and public utility employees.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
September 23, 1988

FHWA 18-88
CONTACT: Gary Hoitsma
(202)366-0660
Cecilio Leonin
(202)366-4651

FHWA REPORTS ROAD
CONSTRUCTION COSTS FOR
SECOND QUARTER OF 1988

Federal Highway Administrator Robert E. Farris announced today that highway construction costs decreased 17.0 percent over the first quarter of 1988 based on highway construction contracts awarded during the second quarter of 1988. The second quarter results decreased the Federal Highway Administration's composite bid price index (BPI) for highway construction costs to 167.4 percent of the 1977 base index (1977 average cost equal 100 percent).

Decreases in the average unit prices of all six components of the BPI, (i.e., excavation, portland cement concrete, bituminous concrete, reinforcing steel, structural steel and structural concrete), caused the decrease in the composite price index. Between the first and second quarters, the total number of projects awarded increased 20 percent. This larger data base for computing the composite index included larger quantities of materials, such as excavation and structural concrete, at lower unit prices than in the first quarter. This change in the composition of projects--to a larger number of projects with greater quantities at lower unit prices--is reflected in the lower composite index for the second quarter.

The three-quarter moving composite price index for the first quarter of 1988 = obtained by combining data for the last quarter of 1987 and the first two quarters of 1988 = decreased 1.1 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 contract awards for federal-aid contracts (other than those for the Secondary and Off-Systems) greater than \$500,000.

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

(Three-quarter moving index)

	Quarterly Price Index	Percentage Change	Three-quarter Moving Index	Percentage Change
*2nd quarter, 1986	169.0	--	173.3	--
3rd quarter, 1986	176.0	+4.1	170.1	-1.8
4th quarter, 1986	167.0	-5.1	170.6	+0.3
1st quarter, 1987	169.9	+1.7	168.5	-1.2
2nd quarter, 1987	172.8	+1.7	171.8	+2.0
3rd quarter, 1987	171.9	-0.5	172.5	+0.4
4th quarter, 1987	172.8	+0.5	179.4	+4.0
1st quarter, 1988	201.8	+16.8	177.5	-1.1
2nd quarter, 1988	167.4	-17.0	--	--

* 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 second quarter of 1988, 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 (Fourth Quarter 1988) from:	
	Second Quarter 1988	First Quarter 1988	Second Quarter 1987	First Quarter 1988	Second Quarter 1987
Excavation	186.4	288.2	224.9	-35.3	-17.1
Surfacing:					
Portland cement concrete	134.9	152.9	144.9	-11.8	- 6.9
Bituminous concrete	150.0	168.6	151.9	-11.0	- 1.3
Composite surfacing	145.2	163.6	149.7	-11.2	- 3.0
Structures:					
Reinforcing steel	174.3	185.7	169.2	- 6.1	+ 3.0
Structural steel	169.7	172.9	178.9	- 1.9	- 5.1
Structural concrete	182.2	206.3	157.3	-11.7	+15.8
Composite structures	176.6	191.4	166.7	- 7.7	+ 5.9
Composite price index	167.4	201.8	172.8	-17.0	- 3.1

- more -

The price levels of the current component items of the three-quarter moving index in the first quarter of 1988, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Three Quarter Moving Price Index 1977=100			Percentage Change this quarter (First Quarter 1988) from:	
	First Quarter 1988	Fourth Quarter 1987	First Quarter 1987	Fourth Quarter 1987	First Quarter 1987
Excavation	217.9	222.8	201.3	- 2.2	+ 8.2
Surfacing:					
Portland cement concrete	148.7	152.7	151.5	- 2.6	- 1.8
Bituminous concrete	157.2	164.5	155.6	- 4.4	+ 1.0
Composite surfacing	154.5	160.7	154.3	- 3.9	+ 0.1
Structures:					
Reinforcing steel	171.0	165.7	164.8	+ 3.2	+ 3.8
Structural steel	170.7	168.6	168.5	+ 1.2	+ 1.3
Structural concrete	183.4	180.0	161.1	+ 1.9	+13.8
Composite structures	177.0	173.7	164.3	+ 1.9	+ 7.7
Composite price index	177.5	179.4	168.5	- 1.1	+ 5.3

* * * * *

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

Unit	<u>Individual Quarters</u>			<u>Three Quarters</u>
	1st Qtr. 1988	2nd Qtr. 1988	4th Qtr. 1987*	1st Qtr. 1988**
Excavation CuYd.	\$ 3.35	\$ 2.17	\$ 2.59	\$ 2.54
PCC surface Sq.Yd.	15.22	13.42	15.20	14.80
Bit.conc.surf. Ton	26.09	23.21	25.44	24.32
Reinf. steel Lb.	0.505	0.474	0.451	0.465
Str. steel Lb.	0.889	0.882	0.877	0.888
Str. concrete Cu.Yd.	296.05	261.42	258.33	263.19

* Weighted average unit prices for the last two quarters of 1987 and the first quarter of 1988.

**Weighted average unit prices for the last quarter of 1987 and the first two quarters of 1988.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
September 27, 1988

FHWA 19-88
Contact: Wendy DeMocker
Tel.: (202) 366-4570
Gary Hoitsma
Tel.: (202) 366-0660

DOT RULE WILL ALLOW MOTOR CARRIERS TO USE ON-BOARD RECORDING DEVICES

Federal rules are being modified to give truckers the option of using automatic on-board devices to record speed, miles driven, engine use and other information drivers currently enter by hand in logbooks, the Department of Transportation (DOT) announced today.

"This action gives the trucking industry an opportunity to dramatically reduce the time drivers now spend filling out logbooks," Secretary of Transportation Jim Burnley said. "The automatic recorders should make it much easier to comply with federal record-keeping requirements."

The new DOT rule requires that on-board recorders, at a minimum, record engine use, road speed, and miles driven as well as date and time of day. Motor carriers will be able to use a variety of devices, including tachographs and computers. Several companies already have demonstrated the success of these recorders in collecting more accurate data.

"We think it makes good sense to allow the industry to use new technology which can reduce the paperwork burden on the individual truck driver," Burnley said.

Federal regulations have required the use of logbooks for nearly 50 years.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
September 30, 1988

FHWA 20-88
Contact: Wendy DeMocker
Tel.: (202) 366-4570
Gary Hoitsma
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DOT SETS STRICT ALCOHOL RULE FOR TRUCK AND BUS DRIVERS

Truck and bus drivers will be subject to one of the toughest drinking and driving standards in the nation under a new federal rule announced today by Secretary of Transportation Jim Burnley, who set a .04 blood alcohol level (BAC) as "driving under the influence." Burnley also attached strict penalties for those caught.

"While the .04 level is significantly tougher than the .10 standard set by the vast majority of states as the level where a driver is considered to be under the influence, a tighter standard is justified because of the larger size of the vehicles involved and the fact that they are driven far more miles than automobiles," Burnley said.

Interstate and intrastate truck and bus drivers with a BAC level of .04 or more will be subject to a one-year disqualification (three years if driving hazardous materials). Blood alcohol is normally determined by testing the blood or breath. Refusal to submit to a test will also be considered a disqualifying offense. A driver will be disqualified for life for any subsequent offense.

"We know that most commercial drivers are responsible and concerned about highway safety," Secretary Burnley said, "but we cannot permit any of them to endanger motorists and themselves by drinking and driving. The use of alcohol by commercial drivers has no place in highway transportation."

Currently, commercial drivers are subject to disqualification when found under the influence of alcohol at levels set by the individual states.

Federal Highway Administrator Robert E. Farris noted that the FHWA will not endorse or condone any level of alcohol by a commercial driver. Current regulations already bar a commercial driver from consuming alcohol either on duty or for four hours prior to going on duty.

"Today's actions strengthen these regulations," Farris said, "by requiring that drivers be put out of service for 24 hours if any trace of alcohol is measured or detected when they are on duty. And if the amount is .04 or more, the result would be a one year disqualification.

The new regulation covers drivers of vehicles with a gross vehicle weight rating of more than 26,001 pounds, any vehicle required to be placarded while carrying hazardous materials, and any vehicle designed to transport more than 15 persons, including the driver.

The rule which will be published in the Federal Register on Tuesday, Oct. 4, will become effective on Oct. 27, 1988.

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U.S. Department
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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY

October 13, 1988

FHWA 20-88

Contact: Gary Hoitsma

Tel.: (202) 366-0660

SIX NEW MEMBERS APPOINTED TO FHWA ADVISORY COMMITTEE

Federal Highway Administrator Robert E. Farris has sworn in six new members of the National Motor Carrier Advisory Committee.

"I am pleased to welcome these new members and look forward to their valuable insights into the many challenges facing the motor carrier industry," Farris said.

Established in 1981, the 22-member Advisory Committee makes recommendations to the Federal Highway Administration on transportation issues affecting the truck and bus industries.

The new members appointed by the Federal Highway Administrator to serve two-year terms include: **Jake Alexander, III**, deputy assistant secretary of the North Carolina Department of Transportation, Salisbury, N.C.; **Christopher K. Gleason**, president of the Gleason Financial Group, Johnstown, Penn.; **Maurice J. Hannigan**, deputy commissioner of the California Highway Patrol, Sacramento; **Jay G. Sasall**, senior vice president of Continental Training Services, Indianapolis, Ind.; **Norman R. Sherlock**, chief executive officer of the American Bus Association, Washington, D.C.; and **Ben J. Tyler**, president of the Burlington Industry Transportation Division, Burlington, N.C.

The National Motor Carrier Advisory Committee meets approximately four times a year. New members were sworn in at ceremonies during the committee's most recent meeting, Sept. 20-21.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
November 21, 1988

FHWA 21-88
Contact: Gary Hoitsma
Tel.: (202) 366-0660

ANNUAL INSPECTIONS REQUIRED FOR TRUCKS & BUSES

All large trucks and buses operated in interstate or foreign commerce must pass a safety inspection based on federal standards at least once a year, Secretary of Transportation Jim Burnley announced today.

"Our new regulation will ensure that those commercial vehicles which are not stopped for a roadside inspection undergo at least one comprehensive inspection each year," Secretary Burnley said. "These annual inspections will strengthen current federal and state inspection efforts."

The Federal Highway Administration (FHWA) has encouraged and will continue to encourage carriers to inspect their vehicles as often as necessary to maintain their safe operation. "This rule was not intended to imply that vehicles should be checked only once a year," Federal Highway Administrator Robert Farris said. "Our primary concern is that every commercial vehicle pass inspection at least once a year."

Current regulations require that motor carriers systematically inspect, repair, and maintain those commercial motor vehicles under their control. The final rule will strengthen this requirement by establishing annual inspections and by specifying inspection standards for vehicle components.

FHWA's final rule permits carriers to meet the inspection requirements in one of four ways: (1) by a state-authorized inspection; (2) self-inspection in states that have no periodic inspection program; (3) roadside inspection by state personnel; or (4) inspection by a garage or similar commercial business.

-more-

The FHWA will monitor the effectiveness of the inspections to ensure that they meet the standards established by this rule-making. The inspection standards the FHWA adopted are based on what is known as the FHWA North American Uniform Driver-Vehicle Inspection Procedure. Any carriers found not enforcing the periodic inspection requirements will be sanctioned accordingly.

The inspection rule will apply to vehicles operated in interstate or foreign commerce which have a gross vehicle weight rating greater than 10,000 pounds; are designed to transport more than 15 persons; or are transporting hazardous materials in quantities which require placarding.

Farris noted that this FHWA rulemaking is one of a series of actions required by the Motor Carrier Safety Act of 1984 and takes effect one year from the date of issuance. The transition period will allow the FHWA time to collect information on current state inspection programs and determine whether these programs meet federal inspection standards established by this rule.

In a related rulemaking issued today, the FHWA established minimum requirements for parts and accessories that are necessary for the safe operation of commercial motor vehicles. Standards for brake systems, frame assemblies, axles and attached parts, steering systems, suspension systems, fuel systems and other parts necessary for safe operation are included in this rulemaking.

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U.S. Department of
Transportation

139-177

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
December 8, 1988

FHWA 22-88
Contact: Gary Hoitsma
Tel.: (202) 366-0660

BUS COORDINATOR POST ESTABLISHED AT DOT

Federal Highway Administrator Robert E. Farris today announced a new staff post designed as a focal point for intercity bus safety matters. The position of Bus Coordinator will be established in the agency's Office of Motor Carriers.

Susan B. Petty has been selected by Farris to fill the position. She will report directly to the Director of the Office of Motor Carrier Standards.

"This top-level position recognizes the important role buses play in this country," Farris said. "It recognizes that for-hire interstate bus operations already come under our jurisdiction and that, under rulemaking that will be implemented in the near future, private bus operations — like those used in interstate transportation by scout groups, private schools, churches, and other organizations — will as well."

Petty, an employee in the Department of Transportation for the past eight years, was a senior analyst in DOT's Office of Budget and Programs. In that capacity, she was responsible for reviewing legislative proposals, regulations, and reports dealing with mass transit, highway and truck safety, hazardous materials transportation, and aviation programs.

"Susan will be a full-time coordinator of intercity bus safety issues. She brings to the position extensive experience in transportation matters, especially in the area of federal bus programs," Farris said.

Previously, she served as project manager for the Secretary's Safety Review Task Force and helped write the Task Force's report which made proposals for improvements in motor carrier safety. These included proposals aimed at the redesign of motor carrier safety programs to target bus and truck inspection activities, double the number of federal inspectors, streamline enforcement, and improve coordination with the states.

Petty holds two degrees from North Carolina State University.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
December 14, 1988

FHWA 23-88
Contact: Wendy DeMocker
Tel.: (202) 366-4570
 Gary Hoitsma
Tel.: (202) 366-0660

NEW FHWA RULE STRENGTHENS SAFETY COMPLIANCE REVIEW PROGRAM FOR TRUCKS AND BUSES

A new regulation which expands and strengthens the Federal Highway Administration's (FHWA) procedures for determining whether truck and bus companies are complying with federal safety regulations was announced today by Secretary of Transportation Jim Burnley.

The new rule establishes a safety fitness standard, a satisfactory benchmark against which a motor carrier may measure its safety posture.

"This new regulation significantly expands DOT's ability to ensure that the motor carrier industry is operating in the safest possible manner," Secretary Burnley said.

The rule continues the three existing federal safety ratings of "satisfactory," "conditional," and "unsatisfactory," and clarifies the safety performance criteria pertinent to each category.

The regulation will require unrated motor carriers to file a new Motor Carrier Identification Report within 90 days of the effective date of the rule. Additionally, new carriers entering the trucking industry for the first time will be required to file the same report within 90 days of commencing operations.

"This document will be used to keep track of new entrants into the ranks of the commercial carrier industry and afford FHWA the opportunity to inspect the new carriers' operations," Burnley explained.

Burnley added that more than 120,000 truck and bus firms that have not yet received safety ratings will undergo on-site inspections by federal safety specialists, and will be assigned safety fitness ratings.

Copies of the Motor Carrier Identification Report Form are available from all FHWA Regional and Divisional offices, as well as from FHWA's Office of Motor Carrier Information Management and Analysis, HIA-1, 400 Seventh Street, S.W., Washington, D.C. 20590.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
December 19, 1988

FHWA 24-88
CONTACT: Gary Hoitsma
(202)366-0660
Cecilio Leonin
(202)366-4651

FHWA REPORTS ROAD
CONSTRUCTION COSTS FOR
THIRD QUARTER OF 1988

Federal Highway Administrator Robert E. Farris announced today that highway construction costs increased 15.6 percent over the second quarter of 1988 based on highway construction contracts awarded during the third quarter of 1988. The third quarter results increased the Federal Highway Administration's composite bid price index (BPI) for highway construction costs to 193.6 percent of the 1977 base index (1977 average cost equal 100 percent).

The increase in the bid price index for the third quarter of 1988 was triggered primarily by significant increases in the unit prices of common excavation, structural steel, structural concrete and portland cement concrete. The unit prices for reinforcing steel and bituminous concrete surfacing also increased.

The three-quarter moving composite price index for the second quarter of 1988 - obtained by combining data for the first three quarters of 1988 - increased 4.5 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 contract awards for federal-aid contracts (other than those for the Secondary and Off-Systems) greater than \$500,000.

- more -

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

(Three-quarter moving index)

	Quarterly Price Index	Percentage Change	Three-quarter Moving Index	Percentage Change
*3rd quarter, 1986	176.0	--	170.1	--
4th quarter, 1986	167.0	- 5.1	170.6	+0.3
1st Quarter, 1987	169.9	+ 1.7	168.5	-1.2
2nd Quarter, 1987	172.8	+ 1.7	171.8	+2.0
3rd Quarter, 1987	171.9	- 0.5	172.5	+0.4
4th Quarter, 1987	172.8	+ 0.5	179.4	+4.0
1st Quarter, 1988	201.8	+16.8	177.5	-1.1
2nd Quarter, 1988	167.4	-17.0	185.4	+4.5
3rd Quarter, 1988	193.5	+15.6	--	--

* 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 third quarter of 1988, 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 (Third Quarter 1988) from:	
	Third Quarter 1988	Second Quarter 1988	Third Quarter 1987	Second Quarter 1988	Third Quarter 1987
Excavation	264.3	186.4	201.2	+41.8	+31.4
Surfacing:					
Portland cement concrete	146.5	134.9	143.6	+ 8.6	+ 2.0
Bituminous concrete	158.5	150.0	167.8	+ 5.7	- 5.5
Composite surfacing	154.7	145.2	160.1	+ 6.5	- 3.4
Structures:					
Reinforcing steel	183.7	174.3	160.6	+ 5.4	+14.4
Structural steel	187.8	169.7	160.7	+10.7	+16.9
Structural concrete	196.4	182.2	174.7	+ 7.8	+12.4
Composite structures	191.3	176.6	167.5	+ 8.3	+14.2
Composite price index	193.5	167.4	171.9	+15.6	+12.6

- more -

The price levels of the current component items of the three-quarter moving index in the second quarter of 1987, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Three Quarter Moving Price Index 1977=100			Percentage Change this quarter (Second Quarter 1988) from:	
	Second Quarter 1988	First Quarter 1988	Second Quarter 1987	First Quarter 1988	Second Quarter 1987
	Excavation	238.2	217.9	208.1	+ 9.3
Surfacing:					
Portland cement concrete	143.9	148.7	144.4	- 3.2	- 0.3
Bituminous concrete	157.8	157.2	160.1	+ 0.4	- 1.4
Composite surfacing	153.3	154.5	155.1	- 0.8	- 1.2
Structures:					
Reinforcing steel	181.8	171.0	162.6	+ 6.3	+11.8
Structural steel	175.5	170.7	170.2	+ 2.8	+ 3.1
Structural concrete	195.5	183.4	168.0	+ 6.6	+16.4
Composite structures	186.4	177.0	167.9	+ 5.3	+11.0
Composite price index	185.4	177.5	171.8	+ 4.5	+ 7.9

* * * * *

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

Unit	Individual Quarters		Three Quarters	
	2nd Qtr. 1988	3rd Qtr. 1988	1st Qtr. 1988*	2nd Qtr. 1988**
Excavation CuYd.	\$ 2.17	\$ 3.08	\$ 2.54	\$ 2.77
PCC surface Sq.Yd.	13.42	14.58	14.80	14.32
Bit.conc.surf. Ton	23.21	24.53	24.32	24.41
Reinf. steel Lb.	0.474	0.500	0.465	0.494
Str. steel Lb.	0.882	0.977	0.888	0.913
Str. concrete Cu.Yd.	261.42	281.85	263.19	280.61

* Weighted average unit prices for the last quarter of 1987 and the first two quarters of 1988.

**Weighted average unit prices for the first three quarters of 1988.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
December 23, 1988

FHWA 25-88
Contact: Gary Hoitsma
Tel.: (202) 366-0660

FHWA ANNOUNCES "INNOVATIVE FINANCING" AWARDS TO FOUR ORGANIZATIONS

Federal Highway Administrator Robert E. Farris has honored four organizations from Pennsylvania and Texas for their outstanding work in developing innovative ways to finance highways.

The Federal Highway Administration's (FHWA) 1988 "Innovative Financing" awards were presented to the organizations at the annual American Association of State Highway and Transportation Officials (AASHTO) meeting in Wichita, Kan., Dec. 4-6.

Sharing the award from Pennsylvania were the Moon Transportation Authority, Moon Township, Penn., and the Pennsylvania Department of Transportation. From Texas, the MoPac South Transportation Corp. in Austin and the State Department of Highways and Public Transportation were co-recipients.

"These new financing approaches are helping us meet the growing demand for resources for the nation's highway infrastructure," Farris said. "We must continue to encourage efforts such as these if we are to adequately fund our programs in the future."

Moon Transportation and MoPac were recognized for their exemplary efforts in finding new highway funding sources. Both groups forged public-private partnerships to meet their local transportation needs. Moon officials created a "transportation development district" within which property owners will be taxed and the funds diverted toward private funding of roadway improvements. MoPac's participation in an Austin project, estimated at \$30 million, resulted in a 50-50 public-private sharing of the project cost.

Both state transportation departments in Pennsylvania and Texas were recognized for their support of legislation that will now allow new sources of funding for highway improvements.

- more -

The winners were selected from more than 30 candidates nominated from 22 states. Proposals were judged on the basis of their contribution to solving local transportation problems, private sector involvement, limitation of federal involvement, and possible use in other parts of the country.

Five other organizations received Honorable Mention awards. They include: Maricopa Association of Governments, Maricopa County, Ariz.; Florida Department of Transportation; Virginia Department of Transportation; Fairfax County, Va.; and Loudoun County, Va.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
December 29, 1988

FHWA 26-88
Contact: Gary Hoitsma
Tel.: (202) 366-0660

FHWA STUDIES GREATER ACCESS FOR MOTOR CARRIERS

Secretary of Transportation Jim Burnley today asked for public comments on an agency proposal that would give large trucks greater access to terminals, rest areas, fuel depots and other destinations in those few states which have imposed various restrictions on truck access to local destinations.

"We recognize that the states have a primary role in establishing access within their own jurisdictions," Burnley said, adding, "but federal regulation may be needed in a few problem areas to assure that reasonable access is available. We will work closely with the trucking industry, states, Congress and other interested parties to determine how truck access regulations could increase efficiency in the trucking industry without compromising highway safety."

Federal Highway Administrator Robert E. Farris pointed out that most states allow large trucks access to local areas for loading and unloading of shipments, as well as for such essentials as food, fuel, rest and repairs. "However, a few states have placed restrictions of one kind or another on large trucks seeking access to destination points located off major highway routes. Through this rulemaking, we will attempt to determine whether such practices impose unnecessary inefficiencies on the trucking industry as well as undue hardships on local communities dependent on truck deliveries. We will also be considering the safety, traffic operations, and highway/bridge implication of modifying the access restrictions currently applied," Farris explained.

Farris added that the FHWA would share the comments received during the rulemaking process with the National Academy of Science's Transportation Research Board (TRB), which is studying the issue at the request of Congress. He noted that FHWA's final rule would not be issued until after the TRB report is published and reviewed.

FHWA's proposed rulemaking will be published in the Federal Register on Dec. 30, 1988. Comments, preferably in triplicate, should be submitted to Docket No. 87-1, Notice No. 2, Federal Highway Administration, Room 4232, 400 Seventh Street, S.W., Washington, D.C. 20590.

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