U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, January 8, 1993

FHWA 01-93
Contact: Tom Jasien
Tel.: (202) 366-0660

HERRITY APPOINTED CHAIRMAN
OF INTERSTATE STUDY COMMISSION

Secretary of Transportation Andrew H. Card Jr. today announced the appointment of John F. Herrity of Springfield, Va. as the chairman of the Interstate Study Commission.

The commission was established by the Intermodal Surface Transportation Efficiency Act of 1991. It will provide recommendations for funding, development and management of highways and bridges in the Washington, D.C. metropolitan area, focusing primarily on the Interstate system.

Herrity served on the Fairfax County Board of Supervisors from 1972 to 1988 and owns Jack Herrity and Associates, a pension planning and insurance business.

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News:

Office of the Assistant Secretary for Public Affairs

FOR IMMEDIATE RELEASE
Tuesday, January 19, 1993

FHWA 02-93
Contact: Bill Mosley
Tel.: (202)366-5571

DOT REPORTS TO CONGRESS ON STATUS OF THE NATION'S HIGHWAY, BRIDGE AND TRANSIT SYSTEMS

Secretary of Transportation Andrew H. Card Jr. said a report sent to Congress indicates that there has been significant improvement in the condition of the nation's highways and bridges over the past decade.

In issuing the department's 1993 biennial report entitled Status of the Nation's Highways, Bridges and Transit: Conditions and Performance, Card said, "These improvements are a result of concerted federal and state efforts that began 10 years ago. Full funding of the highway programs in the landmark Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) should allow state transportation agencies to continue that improvement trend."

The statutorily required report is due this month, and was prepared by the department's Federal Highway Administration and Federal Transit Administration. The report estimates transportation demand, finance, conditions and performance of the nation's highway and transit systems. It shows capital investment requirements to meet specified engineering standards.

Pavement conditions continue to improve. In every category of road -- from rural collector to urban interstate -- the portion of roads categorized in the top-ranked "good condition" increased, while the portion of roads in "poor condition" declined. The portion of mileage in poor condition in 1991 was approximately 7.5 percent for all non-local functional systems and 7.6 percent on the Interstate system, compared to 10 percent and 9.3 percent, respectively, in 1989.

The report notes that bridge conditions have stabilized and shows a reduction in structurally deficient bridges. Of about 575,000 bridges on all local and non-local roads, 20.6 percent were rated as structurally deficient in 1992, down from 23.3 percent in 1990. Structurally deficient means that a bridge is not capable of accommodating the loads that it is expected to carry; load restrictions keep these bridges usable. The higher order highway systems, those that carry the bulk of interstate commerce, have a much lower proportion of deficient bridges. For example, only 6.8 percent of Interstate system bridges were found to be structurally deficient in 1992, down from 7.2 percent in 1990.

-more-

Congestion in the nation's metropolitan areas moderated between 1989 and 1991, consistent with a slowdown in the rate of growth in highway travel over that period. Congestion actually declined on the urban arterials that carry over 50 percent of travel on non-local urban highways, and slightly increased on the Interstate and other freeways in urban areas.

The report finds that in 1991 all levels of government provided $26.4 billion for highway capital improvements related to conditions and performance on non-local roads. Federal funds accounted for 48 percent, and state and local government funds 52 percent. The average annual capital cost to all levels of government and the private sector to maintain 1991 highway and bridge conditions and performance through the year 2011 is $47.2 billion, and $62.6 billion would be required to improve conditions by eliminating backlog deficiencies. Explicit benefit-cost considerations have not been applied in developing these cost estimates. While efforts have been made to use new construction only as a last resort, environmental, social, or cost considerations may further limit the new highway construction assumed in the estimates. These estimates represent investment and performance benchmarks to support further policy and budget analysis.

The report says that the average age of transit buses exceeds the federally recommended average usable age by 20-35 percent. Between 20-30 percent of rail transit facilities and maintenance yards are rated in poor condition, while approximately half of commuter rail cars and locomotives are in good condition. About seven percent of track is in poor condition.

The average annual capital cost to all levels of government and the private sector to maintain the nation's transit systems in their current condition would be $3.9 billion through 2011, with an annual $6.6 billion investment required to eliminate the transit backlog and expand services. Total capital investment in transit systems in 1990 was $4.3 billion. The federal share of that capital spending was 60 percent.

Prior to this year, there was a report on mass transit separate from the highway and bridge report. The reports were merged because of the complementary nature of these modes of transportation, consistent with the department's emphasis on intermodalism.

For copies of the report contact the Federal Highway Administration, Office of Public Affairs, HPA-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 IMMEDIATE RELEASE
Thursday, February 25, 1993

FHWA 05-93
CONTACT: Zeborah English
(202)366-0660
Cecilio Leonin
(202)366-4651

FHWA REPORTS ROAD CONSTRUCTION COSTS FOR FOURTH QUARTER OF 1992

The Federal Highway Administration (FHWA) announced today that highway construction costs increased 7.1 percent in the fourth quarter of 1992.

The fourth quarter results raised the FHWA's composite bid price index (BPI) for highway construction costs to 107.0 percent of the 1987 base index (1987 average costs equal 100 percent).

Increases in the unit prices for portland cement concrete, bituminous concrete, structural steel and structural concrete resulted in the overall increase in the index for the fourth quarter. There were decreases in the unit prices for excavation and reinforcing steel.

The three-quarter moving composite price index for the third quarter of 1992 -- obtained by combining data for the last three quarters of 1992 -- increased 1.6 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. During the transition after the enactment of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the index reflects federal-aid contracts on the National Highway System projects and pre-ISTEA Federal-aid contracts exclusive of secondary and off-system projects.

- more -

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
*4th Quarter, 1990	108.5	--	111.0	--
1st Quarter, 1991	114.3	5.3	111.9	0.8
2nd Quarter, 1991	111.3	-2.6	110.8	-1.0
3rd Quarter, 1991	107.0	-3.9	105.6	-4.7
4th Quarter, 1991	100.4	-6.2	102.9	-2.6
1st Quarter, 1992	102.9	2.5	104.1	1.2
2nd Quarter, 1992	110.4	7.3	104.2	0.1
3rd Quarter, 1992	99.9	-9.5	105.9	1.6
4th Quarter, 1992	107.0	7.1	--	--

* 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 1992, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Price Index 1987=100			Percentage Change this quarter (Fourth Quarter 1992) from:	
	Fourth Quarter 1992	Third Quarter 1992	Fourth Quarter 1991	Third Quarter 1992	Fourth Quarter 1991
Excavation	79.5	94.0	98.1	-15.4	-19.0
Portland cement concrete	123.8	120.4	116.4	2.8	6.4
Bituminous concrete	102.5	94.1	99.4	8.9	3.1
Composite surfacing	109.5	102.7	105.0	6.6	4.3
Reinforcing steel	110.0	136.0	102.7	-19.1	7.1
Structural steel	101.8	97.7	104.2	4.2	- 2.3
Structural concrete	120.9	89.1	92.0	35.7	31.4
Composite structures	114.0	99.3	97.1	14.8	17.4
Composite price index	107.0	99.9	100.4	7.1	6.6

- more -

The price levels of the current component items of the three-quarter moving index in the third quarter of 1992, 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 1987=100			Percentage Change this quarter Third Quarter 1992) from:	
	Third Quarter 1992	Second Quarter 1992	Third Quarter 1991	Second Quarter 1992	Third Quarter 1991
Excavation	91.6	91.9	96.8	- 0.3	- 5.4
Portland cement concrete	122.5	120.2	114.3	1.9	7.2
Bituminous concrete	99.6	98.7	101.2	0.9	- 1.6
Composite surfacing	107.1	105.7	105.5	1.3	1.5
Reinforcing steel	120.8	119.8	111.5	0.8	8.3
Structural steel	105.5	104.2	112.3	1.2	- 6.1
Structural concrete	108.3	104.6	106.3	3.5	1.9
Composite structures	109.7	107.1	108.8	2.4	0.8
Composite price index	105.9	104.2	105.6	1.6	0.3

* * * * * * * * * * * * * * * * * * *

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

		Individual Quarters		Three Quarters	
	Unit	3rd Qtr. 1992	4th Qtr. 1992	2nd Qtr. 1992*	3rd Qtr.1992**
Excavation	Cu.Yd.	$ 2.28	$ 1.93	$ 2.23	$ 2.22
PCC surface	Sq.Yd.	17.73	18.23	17.70	18.05
Bit.conc.surf.	Ton	23.19	25.27	24.32	24.54
Reinf. steel	Lb.	0.599	0.485	0.528	0.533
Str. steel	Lb.	0.864	0.901	0.922	0.934
Str. concrete	Cu.Yd.	214.51	291.09	251.80	260.89

* Weighted average unit prices for the first three quarters of 1992.

** Weighted average unit prices for the last three quarters of 1992.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, June 22, 1993

FHWA 08-93
Contact: Stan Hamilton
Tel.: (202) 366-0665

HAZARDOUS MATERIAL TRUCKING WILL REQUIRE FEDERAL PERMIT

The Department of Transportation has proposed regulations that would require motor carriers to obtain safety permits to transport high-risk hazardous materials.

"These rules, which would affect more than 8,000 interstate and possibly many more intrastate carriers, will be significant in reducing the accident involvement of motor carriers transporting high-risk hazardous materials." Secretary of Transportation Federico Peña said.

The department's Federal Highway Administration (FHWA) published the proposals in the Federal Register on June 17th in response to statutory directives under the Hazardous Materials Transportation Uniform Safety Act of 1990.

The permit program would cover four general classes of hazardous materials -- class A and B explosives, liquefied natural gas, hazardous materials designated as extremely toxic by inhalation and highly radioactive materials.

Carriers would have to apply to the FHWA for permits to transport these hazardous materials. Carriers would need a safety rating of "satisfactory" before a permit could be granted. Shippers could offer hazardous materials for shipment only to carriers with permits.

There would be a three-year phase-in period for carriers of class A and B explosives. Carriers of 1,000 pounds or more of these materials would be required to obtain a safety permit by Nov. 16, 1993, while carriers ofsmaller amounts would have to obtain permits over the next two years.

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Enforcement would be accomplished through existing FHWA programs, such as compliance reviews at carrier facilities and roadside vehicle inspections. Carriers, their employees and their agents violating any of the regulations requiring a permit would be subject to civil penalties up to $25,000 or criminal penalties of up to $50,000 for willful violations, plus loss of their permit.

Comments are due by Aug. 17th and should be sent to Docket MC 92-4, Room 4232, HCC-10, Office of Chief Counsel, 400 Seventh Street, SW, Washington, D.C. 20590.

# # # #

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, June 24, 1993

FHWA 09-93
CONTACT: Zeborah English
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(202)366-4651

FHWA REPORTS ROAD CONSTRUCTION COSTS FOR FIRST QUARTER OF 1993

The Federal Highway Administration (FHWA) announced today that highway construction costs increased 2.5 percent in the first quarter of 1993.

The first quarter results raise the FHWA's composite index for highway construction costs to 109.7 percent of the 1987 base index (1987 average costs equal 100 percent).

Increases in the unit prices of common excavation, portland cement concrete and structural steel triggered the rise in the index. There were decreases in the unit prices for bituminous concrete, reinforcing steel and structural concrete.

The three-quarter moving composite price index for the fourth quarter of 1992 -- obtained by combining data for the last two quarters of 1992 with the first quarter of 1993 -- decreased 0.7 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 contract awards for federal-aid contracts greater than $500,000. During the transition after the enactment of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the index reflects federal-aid contracts on the National Highway System projects and pre-ISTEA Federal-aid contracts exclusive of secondary and off-system projects.

- more -

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	Percentage Change
*1st Quarter, 1991	114.3	--	111.9	--
2nd Quarter, 1991	111.8	- 2.2	110.8	-1.0
3rd Quarter, 1991	107.0	- 4.3	105.6	-4.7
4th Quarter, 1991	100.4	- 6.2	102.9	-2.6
1st Quarter, 1992	102.9	2.4	104.1	1.2
2nd Quarter, 1992	110.4	7.3	104.2	0.1
3rd Quarter, 1992	99.9	- 9.5	105.9	1.6
4th Quarter, 1992	107.0	7.1	105.2	-0.7
1st Quarter, 1993	109.7	2.5	--	--

* 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 first quarter of 1993, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Price Index 1987=100			Percentage Change this quarter (First Quarter 1993) from:	
	First Quarter 1993	Fourth Quarter 1992	First Quarter 1992	Fourth Quarter 1992	First Quarter 1992
Excavation	107.2	79.5	87.8	34.8	22.1
Portland cement concrete	124.7	123.8	116.0	0.7	7.5
Bituminous concrete	102.0	102.5	102.7	-0.5	- 0.7
Composite surfacing	109.4	109.5	107.0	-0.1	2.2
Reinforcing steel	105.5	110.0	106.6	-4.1	- 1.0
Structural steel	110.0	101.8	98.2	8.1	12.0
Structural concrete	112.6	120.9	106.1	-6.9	6.1
Composite structures	110.7	114.0	104.1	-2.9	6.3
Composite price index	109.7	107.0	102.9	2.5	6.6

The price levels of the current component items of the three-quarter moving index in the fourth quarter of 1992, 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 1987=100			Percentage Change this quarter (Fourth Quarter 1992) from:	
	Fourth Quarter 1992	Third Quarter 1992	Fourth Quarter 1991	Third Quarter 1992	Fourth Quarter 1991
Excavation	94.8	91.6	95.7	3.5	- 0.9
Portland cement concrete	122.6	122.5	116.7	0.1	5.1
Bituminous concrete	100.2	99.6	99.6	0.6	0.6
Composite surfacing	107.6	107.1	105.2	0.5	2.3
Reinforcing steel	122.0	120.8	107.7	1.0	13.3
Structural steel	102.6	105.5	103.9	- 2.7	- 1.3
Structural concrete	103.8	108.3	101.6	- 4.2	2.2
Composite structures	106.5	109.7	103.2	- 2.9	3.2
Composite price index	105.2	105.9	102.9	- 0.7	2.2

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

		Individual Quarters		Three Quarters	
	Unit	4th Qtr. 1992	1st Qtr. 1993	3rd Qtr. 1992*	4th Qtr.1992**
Excavation	Cu.Yd.	$ 1.93	$ 2.60	$ 2.22	$ 2.30
PCC surface	Sq.Yd.	18.23	18.37	18.05	18.07
Bit.conc.surf.	Ton	25.27	25.13	24.54	24.71
Reinf. steel	Lb.	0.485	0.465	0.533	0.538
Str. steel	Lb.	0.901	0.974	0.934	0.908
Str. concrete	Cu.Yd.	291.09	271.18	260.89	249.85

* Weighted average unit prices for the last three quarters of 1992.

** Weighted average unit prices for the last two quarters of 1992 and the first quarter of 1993.

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FOR IMMEDIATE RELEASE
July 1, 1993

FHWA 10-93
Contact: Zee English
Tel.: (202)366-0660

FEDERAL HIGHWAY ADMINISTRATION ANNOUNCES DECISION ON INTERSTATE ROUTE NUMBERING IN QUAD CITIES AREA

The Federal Highway Administration (FHWA) today announced the disapproval of an application by the Illinois Department of Transportation (IDOT) to change Interstate route numbering in the Quad Cities area of Rock Island/Moline, Ill., and Davenport/Bettendorf, Iowa.

After an extensive four-month study of the issue and comments from the public, an expert FHWA multidisciplinary team -- representing the offices of planning and environment, engineering, highway safety, traffic operations, motor carrier operations and the chief counsel -- recommended the IDOT application not be approved.

The evaluation team concluded that while the proposed change in Interstate numbering would provide some safety benefits, the greatest safety benefits would be derived from improvements to the I-80/I-74/I-280 interchange.

In a letter to Illinois Secretary of Transportation Kirk Brown outlining the decision, FHWA Administrator Rodney E. Slater urged the Illinois DOT to take immediate steps to make improvements to enhance traffic operations and safety at the I-80/I-74/I-280 interchange. Slater said the FHWA is prepared to work with the Illinois DOT to accomplish the needed improvements in an expeditious manner.

In a letter to Iowa Director of Transportation Darrel Rensink, Slater asked the Iowa DOT to take steps to improve existing deficiencies at the I-80/I-280 interchange and promised to work with the Iowa transportation officials.

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"I hope this decision helps bring an end to a long and contentious debate and marks the beginning of a new spirit of cooperation among the states and local officials to address transportation challenges in the Quad Cities area," Slater said.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, July 13, 1993

FHWA 11-93
Contact: Stan Hamilton
Tel.: (202) 366-0665

RULES PROPOSED TO CONTROL HEAVY TRUCK COMBINATIONS

Regulations that would extend the life of highways by reducing the number of overweight motor vehicles transporting containers or trailers were proposed today by the Federal Highway Administration.

The regulations would require parties that initiate the transfer of intermodal containers (those that use at least two different means of surface transportation such as trains or trucks) to provide written certification of the gross cargo weight and a reasonable description of the contents. The weight certification must be passed on to each subsequent carrier of the container or trailer. Intermodal containers that are not overweight for rail or water transportation may be overweight for highway transportation.

The proposed rule is designed to discourage motor carriers from transporting intermodal containers or trailers without the certification or with weights that the motor carrier believes would make the combination vehicle illegally overweight under applicable state laws.

The proposed regulations would carry out provisions of the Intermodal Safe Container Transportation Act of 1992, which authorizes civil penalties of $500 per container for each day of noncompliance with the weight certification rule. The maximum fine per violation would not exceed $2,500. The act also allows states or motor carriers to hold shippers responsible for overweight violations that result from inaccurate certifications.

The Notice of Proposed Rulemaking will be published in the July 14 Federal Register. Comments on the proposal, Docket No. MC-93-17, will be accepted through September 14 and should be submitted to HCC-10, Room 4232, FHWA Office of Chief Counsel, 400 Seventh Street, S.W., Washington, D.C. 20590.

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**Federal Highway
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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, August 11, 1993

FHWA 13-93
Contact: Stan Hamilton
Tel.: (202) 366-0665

SOME DIABETICS MAY DRIVE INTERSTATE TRUCKS, BUSES

Persons currently barred from driving trucks or buses in interstate commerce because they are diabetics who need to use insulin will be granted temporary waivers if they meet certain extensive and strict conditions.

The Federal Highway Administration (FHWA) said in a recent notice that it will accept applications from insulin-using diabetics for waivers from the current physical qualification requirements. If granted, waivers will be valid for either three years or until conclusion of a current rulemaking proceeding.

The waiver program is being instituted to permit the FHWA to compare the driving experience of a group of insulin-using drivers with a control group of drivers who do not have diabetes. The agency will use the findings as a basis to amend the diabetes requirement, if warranted.

"The restrictions and conditions we are imposing meet our safety obligations to the public," Federal Highway Administrator Rodney E. Slater said. "Our action will preserve the jobs of drivers who have been operating safely. It also responds to a goal of the Americans With Disabilities Act to ensure that people with disabilities are afforded an opportunity to work."

Applicants must have had at least three years' experience operating commercial vehicles on a regular basis while using insulin and have good driving records.

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Additionally, they must have certification from an endocrinologist that their diabetic condition will not adversely impact on their ability to operate a commercial vehicle. The drivers will have to keep logs of their blood glucose, submit monthly driving activity reports to the FHWA, notify the agency of any involvement in an accident, and be examined twice a year by an endocrinologist.

The FHWA did determine that individuals with severe hypoglycemia or hypoglycemic unawareness will not be eligible for the waiver program.

Mild hypoglycemia, however, is not considered an immediately threatening emergency, the FHWA said. Therefore, drivers with this condition will not be automatically precluded from participating in the waiver program.

Waiver applications will be accepted through April 30, 1994, and should be sent to Diabetes Waiver Program, 400 Seventh Street, S.W., Washington, DC 20590.

In addition, the FHWA is seeking drivers who are medically qualified to volunteer to participate in the comparison group. They should also contact the Diabetes Waiver Program.

Information about the program is available from FHWA's Office of Motor Carriers, 1-800-832-5660.

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U.S. Department
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**Federal Highway
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400 Seventh St., S.W.
Washington, D.C. 20590

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, August 24, 1993

FHWA: 14-93
Contact: Karen Whitney
Tele.: 202-366-0660

DOT GIVES IOWA $5 MILLION TO RESTORE FLOOD-DAMAGED ROADS AND BRIDGES

To provide much needed help to speed the midwest flood recovery efforts, the U.S. Department of Transportation today awarded an initial allocation of $5 million to the state of Iowa to restore highways and bridges damaged by the flood.

"Our commitment is to cut through red tape and get relief funds out to the stricken states as quickly as possible," Secretary of Transportation Federico Peña said. "This initial funding will allow reimbursement of emergency work already completed and will provide funding for other necessary repairs."

The initial allocation of $5 million requested by the state will provide immediate funds for emergency and permanent repairs on federal-aid routes throughout the state. Additional FHWA emergency relief funds will follow after a more detailed damage assessment is conducted.

FHWA emergency relief funds are part of the $6.2 billion flood relief package recently signed by President Clinton. Funds are awarded after a state files a preliminary damage assessment for its highways and bridges on the federal aid system. FHWA has cut the turnaround time on the awarding of funds down from two weeks to less than one week.

Iowa is the third state to receive FHWA funds for emergency relief, following Kansas, which received an initial allocation of $11 million, and Missouri, which received $28.5 million in initial funding.

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News:

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

FOR IMMEDIATE RELEASE
Wednesday, September 1, 1993

FHWA 18-93
Contact: Karen Whitney
Tele.: 202-366-0660

THEODORE A. McCONNELL NAMED FHWA CHIEF COUNSEL

Federal Highway Administrator Rodney E. Slater has announced the appointment of Theodore A. McConnell as Chief Counsel of the Federal Highway Administration (FHWA).

As FHWA's chief legal advisor, McConnell will be responsible for providing direct legal counsel to the FHWA administrator and senior-level officials in the agency which is headquartered in Washington, D.C. and employs some 4,000 federal workers nationwide.

McConnell was most recently a partner in the law firm of Kirkpatrick & Lockhart in Pittsburgh, Pa., which he joined in 1978. A 1970 graduate of Dartmouth College, McConnell served a tour in the U.S. Navy as an engineering officer. Upon completing his naval duties, he worked at Georgetown University as Director of Corporate and Foundation Relations prior to attending the Georgetown University Law Center where he graduated in 1978.

A native of Beaver County, Pa., McConnell is married and has two children.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
WEDNESDAY, SEPTEMBER 15, 1993

FHWA 23-93
Contact: Zee English
Tele.: (202) 366-0660
Contact: John Berg
Tele.: (202) 366-0570

FHWA AWARDS $1.5 MILLION GRANT TO CUT CONGESTION ON SAN FRANCISCO BAY BRIDGE

A system of variable tolls for drivers crossing the San Francisco-Oakland Bay Bridge, designed to reduce peak hour traffic, will be studied as part of a demonstration project funded by the Federal Highway Administration (FHWA).

The California Department of Transportation (CALTRANS) will begin the year-long project this September, using a $1.5 million FHWA grant, with the San Francisco Bay Area's Metropolitan Transportation Commission (MTC) and the Bay Area Congestion Pricing Task Force.

The "congestion pricing" demonstration study will examine alternatives such as non-carpool vehicles paying higher tolls during peak morning and evening commute hours. The project will seek to reduce congestion during peak hours and increase demand during off-peak hours. After the initial study phase, the Task Force may seek legislative approval for changes in the toll structure by the California State Assembly.

"Congestion pricing is an important alternative which can provide for the more efficient flow of traffic and improved air quality in congested areas," FHWA Administrator Rodney Slater observed. "Secretary Federico Peña and I recognize that innovative solutions to intermodal, environmental and economic concerns can only be achieved through the creative efforts of diverse groups of government, business, environmental and public interest organizations working together. I commend the Bay Areas's leadership in examining alternatives through this innovative approach. We look forward to the results of this project."

The FHWA recognizes that using price to manage demand is not a new concept. It is common practice in the private sector -- used by theaters, resorts, long-distance telephone companies and electric utilities. It is also used effectively in other modes of transportation, such as air travel and mass transit, where pricing is used to achieve better capacity use in off-peak hours and to reduce demand and congestion during peak hours.

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Once the State Legislature has approved the proposed pricing strategy, the Bay Area would then qualify for up to $23.5 million to fund an array of rail, bus, ferry and ridesharing alternatives along the corridor.

This pilot project -- supported by a coalition of business, environmental, and public interest groups as well as government agencies who see congestion pricing as a possible way to untangle traffic and moderate air quality and auto emissions -- is the first of five congestion pricing pilot projects called for in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
OCTOBER 19, 1993

FHWA 28-93
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FHWA REPORTS ROAD
CONSTRUCTION COSTS FOR
SECOND QUARTER OF 1993

The Federal Highway Administration (FHWA) announced today that highway construction costs decreased 0.6 percent in the second quarter of 1993.

The second quarter results lowered the FHWA's composite index for highway construction costs to 109.0 percent of the 1987 base index (1987 average costs equal 100 percent).

Decreases in the unit prices for portland cement concrete, bituminous concrete and structural steel lowered the index for the second quarter. There were increases in the unit prices for common excavation, reinforcing steel and structural concrete.

The three-quarter moving composite price index for the first quarter of 1993 -- obtained by combining data for the last quarter of 1991 and the first two quarters of 1993 -- increased 2.3 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. During the transition after enactment of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the index reflects federal-aid contracts on the National Highway System projects and pre-ISTEA Federal-aid contracts exclusive of secondary and off-system projects.

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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
*2nd Quarter, 1991	111.8	--	110.8	--
3rd Quarter, 1991	107.0	-4.3	105.6	-4.7
4th Quarter, 1991	100.4	-6.2	102.9	-2.6
1st Quarter, 1992	102.9	2.4	104.1	1.2
2nd Quarter, 1992	110.4	7.3	104.2	0.1
3rd Quarter, 1992	99.9	-9.5	105.9	1.6
4th Quarter, 1992	107.0	7.1	105.2	-0.7
1st Quarter, 1993	109.7	2.5	107.6	2.3
2nd Quarter, 1993	109.0	-0.6	--	--

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

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The price levels of the component items of the quarterly index in the second quarter of 1993, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Price Index 1987=100			Percentage Change this quarter (Second Quarter 1993) from:	
	Second Quarter 1993	First Quarter 1993	Second Quarter 1992	First Quarter 1993	Second Quarter 1992
Excavation	113.1	107.2	93.5	5.5	21.0
Portland cement concrete	122.1	124.7	123.9	-2.1	- 1.5
Bituminous concrete	99.2	102.0	99.6	-2.7	- 0.4
Composite surfacing	106.7	109.4	107.6	-2.5	- 0.8
Reinforcing steel	111.0	105.5	109.4	5.2	1.5
Structural steel	96.2	110.0	113.3	-12.5	-15.1
Structural concrete	115.5	112.6	124.2	2.6	- 7.0
Composite structures	109.6	110.7	118.8	-1.0	- 7.7
Composite price index	109.0	109.7	110.4	-0.6	- 1.3

The price levels of the current component items of the three-quarter moving index in the first quarter of 1993, 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 1987=100			Percentage Change this quarter (First Quarter 1993) from:	
	First Quarter 1993	Fourth Quarter 1992	First Quarter 1992	Fourth Quarter 1992	First Quarter 1992
Excavation	94.3	94.8	93.5	-0.5	0.9
Portland cement concrete	123.6	122.6	119.2	0.8	3.7
Bituminous concrete	101.3	100.2	100.3	1.1	1.0
Composite surfacing	108.6	107.6	106.5	0.9	2.0
Reinforcing steel	108.9	122.0	106.3	-10.7	2.4
Structural steel	111.0	102.6	105.5	8.2	5.2
Structural concrete	116.7	103.8	105.3	12.4	10.8
Composite structures	111.2	106.5	105.5	4.4	5.4
Composite price index	107.6	105.2	104.1	2.3	3.4

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

	Unit	Individual Quarters: 1st Qtr. 1993	Individual Quarters: 2nd Qtr. 1993	Three Quarters: 4th Qtr. 1992*	Three Quarters: 1st Qtr. 1993**
Excavation	Cu.Yd.	$ 2.60	$ 2.74	$ 2.30	$ 2.29
PCC surface	Sq.Yd.	18.37	17.99	18.07	18.20
Bit.conc.surf.	Ton	25.13	24.46	24.71	24.96
Reinf. steel	Lb.	0.465	0.489	0.538	0.480
Str. steel	Lb.	0.974	0.851	0.908	0.894
Str. concrete	Cu.Yd.	271.18	278.13	249.85	280.93

* Weighted average unit prices for the last two quarters of 1992 and the first quarter of 1993.

**Weighted average unit prices for the last quarter of 1992 and the first two quarters of 1993.

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Federal Highway Administration

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News:

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

<u>FOR IMMEDIATE RELEASE</u>
Thursday, December 2, 1993

FHWA 34-93

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FHWA REPORTS ROAD CONSTRUCTION COSTS FOR THIRD QUARTER OF 1993

The Federal Highway Administration (FHWA) announced today that highway construction costs decreased 1.9 percent in the third quarter of 1993.

The third quarter results lowered the FHWA's composite index for highway construction costs to 106.9 percent of the 1987 base index (1987 average costs equal 100 percent).

Decreases in the unit prices for common excavation, portland cement concrete paving, reinforcing steel, structural steel and structural concrete resulted in the overall reduction in the index for the third quarter. There was an increase in the unit price for bituminous concrete.

The three-quarter moving composite price index for the second quarter of 1993 -- obtained by combining data for the first three quarters of 1993 -- decreased 1.2 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. During the transition after the enactment of the Intermodal Surface Transportation Efficiency Act of 1991 (1991 ISTEA), the index reflects federal-aid contracts on the National Highway System projects and pre-1991 ISTEA Federal-aid contracts exclusive of secondary and off-system projects.

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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-quarters Moving Index	Percentage Change
*3rd Quarter, 1991	107.0	--	105.6	--
4th Quarter, 1991	100.4	-6.2	102.9	-2.6
1st Quarter, 1992	102.9	2.4	104.1	1.2
2nd Quarter, 1992	110.4	7.3	104.2	0.1
3rd Quarter, 1992	99.9	-9.5	105.9	1.6
4th Quarter, 1992	107.0	7.1	105.2	-0.7
1st Quarter, 1993	109.7	2.5	107.6	2.3
2nd Quarter, 1993	109.0	-0.6	106.3	-1.2
3rd Quarter, 1993	106.9	-1.9	--	--

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

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The price levels of the component items of the quarterly index in the third quarter of 1993, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table:

	Price Index 1987=100			Percentage Change this quarter (Third Quarter 1993) from:	
	Third Quarter 1993	Second Quarter 1993	Third Quarter 1992	Second Quarter 1993	Third Quarter 1992
Excavation	95.3	113.1	94.0	-15.7	1.4
Portland cement concrete	119.1	122.1	120.4	- 2.5	-1.1
Bituminous concrete	117.9	99.2	94.1	18.9	25.3
Composite surfacing	118.3	106.7	102.7	10.9	15.2
Reinforcing steel	102.2	111.0	136.0	- 7.9	-24.9
Structural steel	93.3	96.2	97.7	- 3.0	- 4.5
Structural concrete	102.9	115.5	89.1	-10.9	15.5
Composite structures	100.2	109.6	99.3	- 8.6	0.9
Composite price index	106.9	109.0	99.9	- 1.9	7.0

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The price levels of the current component items of the <u>three-quarter</u> moving index in the second quarter of 1993, 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 1987=100			Percentage Change this quarter (Second Quarter 1993) from:	
	Second Quarter 1993	First Quarter 1993	Second Quarter 1992	First Quarter 1993	Second Quarter 1992
Excavation	90.7	94.3	91.9	- 3.8	- 1.3
Portland cement concrete	120.6	123.6	120.2	- 2.4	0.3
Bituminous concrete	115.3	101.3	98.7	13.8	16.8
Composite surfacing	117.0	108.6	105.7	7.7	10.7
Reinforcing steel	103.9	108.9	119.8	- 4.6	-13.3
Structural steel	97.2	111.0	104.2	-12.4	- 6.7
Structural concrete	103.2	116.7	104.6	-11.6	- 1.3
Composite structures	101.7	111.2	107.1	- 8.5	- 5.0
Composite price index	106.3	107.6	104.2	- 1.2	2.0

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

		Individual Quarters		Three Quarters	
	Unit	2nd Qtr. 1993	3rd Qtr. 1993	1st Qtr. 1993*	2nd Qtr.1993**
Excavation	Cu.Yd.	$ 2.74	$ 2.31	$ 2.29	$ 2.20
PCC surface	Sq.Yd.	17.99	17.54	18.20	17.77
Bit.conc.surf.	Ton	24.46	29.06	24.96	28.42
Reinf. steel	Lb.	0.489	0.450	0.480	0.458
Str. steel	Lb.	0.851	0.826	0.894	0.860
Str. concrete	Cu.Yd.	278.1	247.7	280.93	248.48

* Weighted average unit prices for the last quarter of 1992 and the first two quarters of 1993.

** Weighted average unit prices for the first three quarters of 1993.

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Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, December 15, 1993

FHWA 35-93
Contact: Stan Hamilton
Tel.: (202) 366-0665

FHWA IS REVIEWING STANDARDS ON TRUCK, BUS DRIVER HEARING

The Federal Highway Administration (FHWA) has begun a review of its hearing standard for commercial vehicle drivers and is considering issuing waivers to certain hearing-impaired drivers with good driving records.

The FHWA is not accepting applications for waivers at this time. Based on comments received in one of two companion notices published today in the Federal Register, it will determine whether to proceed with the waiver study program.

"Information collected from a test group of waived drivers will help the FHWA decide whether to revise the current hearing standards," Federal Highway Administrator Rodney E. Slater said.

Some states have permitted drivers who could not meet the federal hearing standards to drive in intrastate commerce, but as more states are adopting the federal regulations those drivers will be affected.

The FHWA proposes in one notice, therefore, to initiate a temporary waiver study program examining the effects of hearing deficiencies on the ability to operate commercial vehicles. To conduct the study, the FHWA proposes providing temporary waivers from the hearing standard to certain drivers whose driving records are good and who agree to accept certain conditions, including timely application to operate under a waiver for a limited period.

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In the other notice, the FHWA seeks detailed technical and medical information on the need, if any, to amend its hearing requirements along with information on the potential costs, benefits and safety risks.

Comments on the notice of intent to initiate a 3-year study on the effects of hearing deficiencies on the ability to operate commercial vehicles (Docket MC-93-25) will be accepted until January 15. Comments on the advance notice of proposed rulemaking seeking the information noted (Docket MC-93-30) will be accepted until February 15. They should be sent to Room 4232, HCC-10, Office of Chief Counsel, FHWA, 400 Seventh Street, S.W., Washington, DC 20590.

The FHWA has established special telephone numbers to respond to inquiries in the two dockets -- 1-800-832-5660 and (TDD) 1-800-699-7828.

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