Within the past few years, especially since the "energy crisis" of 1974, there has been increasing public discussion about the need for overall transportation efficiency. Congress has held hearings about it, and a number of official Federal pronouncements at "some of the highest levels" have indicated the need for a strong Federal interest in this matter. It would appear that we have suddenly found a new national interest in the Federal transportation field.

Concern about transportation efficiency, although heightened by the recent energy shortage, has been an important factor in Federal transportation for a number of years. As early as 1958 Federal transportation officials recognized the transit vehicle as "...a much more efficient user of the street space, the passenger space, and the area space in congested areas. By the 1960's it was the official position of the Bureau of Public Roads (now the FTA) that reservation of highway lanes for exclusive or preferential transit use would be justified if the usage by passengers exceeded the number of persons that might normally be conveyed in personal cars.

The efficient movement of traffic was one objective of the TOPICS (Traffic Operations Improvement Fund) Act of 1966, which authorized Federal funds for research and development in traffic management. The program emphasized the importance of building effective transportation management systems in cities. While the same amount of time was used to increase car traffic and to find other high-quality transportation, the concept was promoted as a partial answer to traffic congestion.

Energy conservation, mandated by the realization that energy resources are finite, is an important element of efficient utilization of transportation facilities. More recently, improved air quality has been recognized as a maximum priority.

Federal Highway Administration support of activities to enhance traffic efficiency includes funding of programs to identify and link commuters for vehicle pooling, construction and design of parking lots and special highway lanes for high occupancy vehicles, and preferential treatment of transit vehicles in urban areas.

Newly promulgated planning regulations by FHWA/FUTA require, as a prerequisite to Federal highway and transit aid in urban areas over 50,000 population, the preparation of a Transportation System Management (TSM) element. The purpose of this activity is to identify those actions local officials may initiate which will ensure the efficient use of roadway space.

The Energy Policy and Conservation Act, signed by the President on December 22, 1975, requires state energy conservation plans to include programs for vehicle pooling as a condition for Federal assistance. State plans must also, where practicable, include laws or regulations making motorists turn right on a red signal after stopping. These provisions of the act will be administered by the Federal Energy Administration, the government agency established to monitor our energy programs.

Secretary of Transportation Coleman has stated in the "Statement of National Transportation Policy" that "...the Nation's transportation system is a key element in the economic growth strategy of the nation. It is the cornerstone of our national effort to improve the quality of life..." The Department of Transportation will operate the planning programs for the energy policy and energy policy projects.

Even hear his horn oink?

Geoff Grivas
Associate, Inc.

STRUCTURAL ENGINEER
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Synchronizing Innovation

MICHIGAN OFFICIAL PUBLICATION
VOLUME 41 NUMBER 1 SPRING 1977
MICHIGAN SECTION INSTITUTE OF TRANSPORTATION ENGINEERS

Guidelines for Influencing Legislation

Recent correspondence I received as a member of another tax-exempt organization contained advice relative to members influencing legislation and tax-exempt status under the Internal Revenue Service Code. I repeat pertinent guidelines here for the benefit of ITE, as I was requested to do by the Board of Directors.

1. Correspondence to elected senators and representatives to influence passage or defeat of a particular bill should not bear the name of the Institute anywhere in the letterhead. This correspondence should be in the form of a personal letter.

2. Providing of factual information in test-imony to or in legislation on aspects of legis-la tion in the same way as a letter of support to government officials is acceptable. However, the signature line should be in the form of "Sent to" or a similar designation.

3. The Institute should not be involved in any activity which may be construed to influence legislation in the State of Michigan or in the Congress of the United States.

In my opinion, the above guidelines are consistent with the spirit and letter of the law. I believe that, as a professional society, we should avail ourselves to the Legislature and actively promote thought-ful and responsive legislative action. Our legislative committee will be working on this bill in the near future.

Last, but not least, the future of the Michigan transit profession is dependent on the skills and abilities of our people. We need to continue our efforts in this area.

I believe that vigilant Student Chapter activities are vital and have a special committee to determine ways in which we can promote the transportation profession to the young people. A key factor is the interest of the various Student Chapter advisors that would be of value in administering to the needs of the traffic engineering student.

Of course, our Michigan and general meetings will continue to be of paramount importance to our organization. A newly established newsletter editor system and continued support of the technical sessions type of meeting will continue to be the backbone of our membership contact.

I look forward to talking to many of you from time to time throughout the year and, if you have any comments or suggestions concerning Institute activities, please get in touch with me.

Richard L. Blot
President

JOHN LEVER
President
CONTROLLER WORKSHOPS
Carrier & Gale, Inc., in conjunction with the Institute of Transportation Engineers, announces two 3-day workshops on controller maintenance for the week of May 5, 1976 at the Motor Inn, East Lansing, Michigan.

The workshops, taught by David E. Cuny of Carrier & Gale, Inc. and Gary Christopherson of Eagle Signal, will cover controller maintenance following a 1-day session on loop detectors and their installation. There will also be a panel discussion on the importance of interchange among agencies. The participation of the districts from Detroit, Michigan State Department of State Highways, Oakland County, Detroit Electric, Macomb County and Eagle Signal.

Advance reservations are required as a 3-day course is limited to 30 participants due to room size and materials. There will be a fee of $300 per person to cover coffee breaks, lunch and materials for three days. For further information and reservations, please contact Carrier & Gale, Inc. at 573-2520.

D. E. Cuny
Secretary

MICHIGANITE
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The following persons have agreed to serve as members of the editors of the Michiganite.

Each will have a definite area of editorial responsibility and will be responsible for the technical content of the material for publication should concern the activity of his interest:

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The Michiganite is prepared in cooperation with the Traffic Safety Association of Districts and distributed through the courtesy of the Safety and Traffic Engineering Department of the Automobile Club of Michigan.

FEDERAL-AID HIGHWAY ACT OF 1975

The provisions in the Federal-Aid Highway Act of 1975 have created concern among Traffic Engineers over the amount of level of government and private enterprises.

The bill is quite lengthy and not the concern of this engineer. The basic purpose of this paper is to analyze the present controversy involving the Federal-Aid highway systems.

The present controversy programs of Highway Act of 1975 have been eliminated from both the House and Senate bills. However, the House bill would, as reported, limit use of safety construction funds for safety programs and the exception of funds earmarked for eliminating hazards and reducing accidents on the Federal-Aid Aid system. In addition, at the discretion of the Secretary of Transportation, funds for the improvement of highway pavement markings could be used by the states on roadways on Federal-Aid systems. When the House version provides an allocation of $169 million in federal highway construction grants.

The Senate version, maintaining local flexibility, has abolished the categorical safety construction programs established by the 1973 act — rail-highway crossings, identification of high hazards locations, elimination of hazardous locations, pavement markings, railway crossings and safety roadways development. The Senate legislation covers the operation of road that are on the non-Federal-Aid system. Instead, the Senate bill incorporates the first Federal Enterprise into the "Federal-Aid Safety System" and would make a total of 900 million dollars per year available to the States in carrying out these safety programs. It allocates $281 million can be used for the replacement unsate and unsable bridges.

Passed March 3 (Senate Bill 313). The act is later than September 30, 1975, each state shall identify to the Secretary, the needs of its State, including projects to eliminate hazards obstacles, to open high hazards locations, to eliminate accidents highway grade crossings, and to improve highway construction in accident prone areas. Accident reports, traffic records, and hazard analysis systems established in accordance with standards promulgated under subsection (a) of this section. Each state shall also maintain a list of accidents with the systemic comparison of identified hazards, to provide for the most effective impact on highway safety.

Some experts claim that this section allows funds for Federal aid highway safety programs to be reduced by the percentage of the number of accidents, by which can be summarized as follows:

1. Federal-Aid aid systems will hardly get the same priority Federal-Aid system in any state if the current methods of project prioritization is continued. If so, it is difficult to change a prioritizing procedure at state level in a manner which will change the Federal-Aid aid system's projects at a higher priority than Federal-aid systems carrying higher traffic volumes with greater accident frequency and also higher rate of roadway accidents.

2. To make a priority analysis technique sensitive to Federal-Aid systems, changing amount of federal aid is necessary besides development of experimental and scientific analysis procedure.

3. Most states are facing budget restraints and their state highways are committed and most probably cannot afford the funds to implement this section to do an equitable project program.

4. It is also possible to increase the time requirements for project programming and approval procedures.

5. Off-federal-Aid states can be forgotten in some states.

The above points are just a few of the concerns related to the Senate version of the bill. The following efforts by the local traffic engineers (transportation engineers) may solve potential problems in the State of Michigan.

1. Obtain a copy of the provisions of the Senate Bill 313.
2. Identify your project.
3. Discuss developing equitable prioritization methodology.
4. Make efforts to bring your programs to the attention of the State Highway Department.
5. Assist them in the development of fund allocation and statewide priority analysis methodology.
6. Collect engineering data to clearly understand Federal-Aid highway systems and present your data to County and State officials.

The above are my thoughts on the subject. It will probably create more questions than providing answers.

The purpose of this article is to generate interest among the traffic engineers to develop a technique and means of handling the issue when confronted with it.
64TH IIE ANNUAL MEETING
IN BALTIMORE

Baltimore is a city which provides both resident and visitor alike with an image that impresses this country's 200-year history.

Baltimore is a city of contrasts. It is a city alive with the future. Alive with the people of a 100 ethnic backgrounds. Alive with the qualities that have made this city and country a great place in which to live and work.

But Baltimore is also a quiet city. Quiet with the old-world charm of three centuries of history give a city. Quiet with a determination not to let the quiet for the future destroy the past. And quiet with the sense that here you have the time to rest and reflect in a quiet and relaxed way.

Baltimore is this and so much more, for it is as diverse and different as its people. It is a hub of American industrial and commercial life. It is the historic cornerstone of American railroad. It is a major port city serving as well as cargo.

Baltimore is a cultured city with its quiet corners of culture and charm. It is the Walters Art Gallery and Baltimore Museum of Art. It is the famous Johns Hopkins Hospital and University. It is the one-time home of Edgar Allan Poe, L. H. Mandem, F. Scott Fitzgerald and Babe Ruth.

Baltimore is a city in the process of realizing her dreams. You see a metropolis in the midst of its renaissance, one that began incrementally but is now beginning to include her spirit as well. The rebirth of downtown, the Charles Center, with its gleaming towers and spacious plazas, seems to say, "Here find inspiration!"

Within the Charles Center area are the Hopkins and Center Plaza, which in the past several years have been the setting for outdoor events - "people" happenings that make a city alive and exciting.

Facing Foshay Plaza, in this city that gave us such greats as blue cham Billie Holiday and opera star Ross Ponselle, is the newly-opened Charles Center Plaza. The first legitimate theatre built in this country in the last 25 years. In the plaza there are thousands thrill to concerts and Broadway musicals.

Within easy walking distance of the downtown hub are the historic homes of Charles Center and the famous restaurants of Baltimore -- and no city likes to eat better than Baltimore:

New York Times food editor Craig Clairborne once wrote, "Baltimore is a city worth visiting for the food alone... for here one can enjoy some of the best continental and American cuisine in the country, and definitely the best seafood." Baltimore's famed seafood arrives daily in the Inner Harbor, now undergoing a $500 million face lifting. The focal point of this development is the United States Fish & Game "Constellation", the oldest ship in the United States Navy still afloat.

A short walk from Constellation Dock brings the visitor to the Flag House, home of Mary Pickersgill who made the Bicentennial Star Spangled Banner immortalized by Francis Scott Key. Just north of the Flag House stands the interesting Shot tower, the only remaining one of its kind in the country. One block south one finds the Carroll Mansion, the town house of Charles Carroll of Carrollton, one of Maryland's signers of the Declaration of Independence.

Perhaps the most famous of Baltimore's historic sites is Fort McHenry where, from the deck of a British man-of-war lying off-shore on September 14, 1814, Francis Scott Key watched the rockets red glare and the bomb bursting in air.

Transportation buff will want to see the newly refurbished Baltimore and Ohio Transportation Museum featuring the nation's largest exhibit of locomotives in its oldest roundhouse. And they will be enchanted by the recently completed Streetcar Museum that offers rides on turn-of-the-century trolley cars.

For those with a little time to spare, Baltimore is within an hour's drive of Annapolis, Maryland's capital. There the visitor will find the oldest state capital still in use and nearly the United States House of Congress. Washington, D.C. is also an hour away and Philadelphia can be reached in two hours.

Perhaps we can best understand Baltimore if we listen to the words of one of its favorite sons, Harry L. Mandem, who said, "Baltimore is not a broken husky among cities. For if the truth be known, Baltimore is a perfect city. Warm and gracious. From the first day she has, at the bottom, the one great quality which it enjoys, as it survives, lives all the rest. She has the indescribable, irresistible something called charm."
The Department of Civil Engineering of Wayne State University, in cooperation with the Detroit Metropolitan Planning Commission and the U.S. Department of Transportation - Federal Highway Administration, is conducting a series of seminars on Traffic Engineering and Safety in Michigan.

Dr. Tapan K. Dutta, professor of Civil Engineering at Wayne State University, is the program director and is responsible for coordinating and conducting the seminars in various communities.

The seminar sites are selected by potential users of traffic engineering. Seminar topics are selected as per the interests and needs demonstrated by the individual host communities. The speakers are selected for each seminar depending on the interests and needs of the semi- nars. These varying communities have indicated in various seminars.

One seminar will be held on the Wayne State University campus so that the students and faculty of the city of Detroit have been invited.

The initial (pre-registration) for the Ms. Pleasant Seminar on Tuesday, April 24, 1976, at Wayne State University.

The seminars (inter-registration) were held on the Wayne State University campus on Tuesday, April 24, 1976, at Wayne State University.

The initial registration fee was $60 per person.

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