

FROM: Automobile Club of Washington
1109 Pine Street
Seattle 1, Washington

FOR: IMMEDIATE RELEASE

Completion of the second step in a long-range program to produce new multi-purpose maps of Washington State was announced in Seattle today by J. C. Gregory, general manager of the Automobile Club of Washington.

The newest in a series of modern, updated "quadrangle" maps of the state is called the "Yakima Valley Quadrangle," covering a 9,995-square-mile area which extends eastward to Connell, south to The Dalles, Oregon, west to Snoqualmie National Forest, and north to Othello. Drawn to a 5-mile-to-the-inch scale, the map covers a distance of 89 miles north and south, and 112 miles east and west. Population of the area is 270,000, of which 28,000 live in Oregon.

The map follows close on the distribution two months ago of a full-color "Mount Rainier Quadrangle," Gregory said. Principal features of the new map are the Yakima Valley, the Hanford project, the Yakima Army Firing Center, the Yakima Indian Reservation, the southern end of the Columbia Basin Project, and the Columbia River from its Wallula bend to The Dalles, Oregon.

"This map outmodes all others of its type in the area," Gregory said. "It not only shows roads which are actually in existence, but it also includes roads which the Highway Department plans to construct as far ahead as a year from now."

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The Yakima Valley Quad is the second in a series which, when completed, will be "the most nearly perfect" maps ever constructed of the state. Scores of governmental and municipal sources contributed time, materials and manpower to the project. Hundreds of hours went into the actual construction of the map, including the arduous time required in research and double-checking before the initial 6,500 order was sent to the printer.

The first thing that becomes apparent after a glance at the new map, Gregory said, is that Indians and the Federal Government own forty per cent of the land in this part of Washington State. Outside the reservations, there is a network of new roads appearing on the map for the first time, especially in the Columbia Basin sector. The Auto Club executive pointed out that road construction is moving ahead at such a rapid pace in this part of the state that it is "virtually impossible to keep pace" with the booming expansion.

The map shows six State Parks, four County Parks, as well as a large section of Snoqualmie National Forest. Descriptive material on the reverse side of the two-color map discusses development of the Hanford project, the Oak Creek Game Range, the Yakima Firing Center, and the Yakima Indian Reservation, all of which have restrictions on travel within their boundaries.

Among the places of interest highlighted on the map are the Horse Heaven Hills, the Maryhill Museum of Fine Arts, Satus Pass, and Stonehenge. A great deal of space is devoted to the Columbia Basin Project, describing the development of the huge project and the settlement planned.

Water sources development come in for a great deal of mention on the map, with five dams described in detail; The Dalles Dam, John Day Dam, McNary Dam, Ice Harbor Dam, and the Priest Rapids Development.

The new maps are available to Auto Club members only, Gregory said.

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For: All WNPB Papers & Allied
Dailies

IMMEDIATE RELEASE

Watercolorers of Indian chiefs, famous men and landscapes by Matt Fontana will be presented at the Auto Club of Washington in the lobby of its headquarters building at 330-6th Ave. North, from October 2 through October 31. The show will be open to the public between 8:30 and 5 p.m. weekdays and 8:30 till noon Saturdays.

The artist, Matt Fontana of Tacoma, 33 years old, has been paralyzed 11 years with polio. He is an outstanding symbol of courage. Despite his affliction he learned to paint holding the brush in his teeth. He has a powerful command of color and includes an amazing amount of detail in his paintings. Matt's work would be above average by any standard, but for a man totally paralyzed his work is nothing short of phenomenal.

Born in New Jersey, Matt came to the Northwest with his parents in 1948. He painted since he was 11, and later attended for some time the Newark Academy of Arts. After he served in the Armed Services he studied for the ministry. Prior to his graduation Fontana was struck by polio. He faced up to his handicap, returned to his studies at a theological seminary in Florida, and was graduated as a licensed minister. Yet his physical disability kept him from performing his office.

At the present time Matt is well on his way to become a noted artist. His talent occupies his time, provides additional income and gives strength and inspiration to the world around him.

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PREFACE

Government funds provide the construction, operation and maintenance of transport facilities for carriers by highway, airway, and waterway as evidenced by the following tables. Railroads, as investor-financed private enterprises, provide almost entirely for their own facilities and pay property taxes on their rights-of-way. Costs of ownership and maintenance of the railroad ways account for about one-fifth of the railroad revenue dollar. Comparable costs paid as user charges by other carriers range from five and one-third cents per revenue dollar paid by ICC-regulated motor carriers down to a completely free ride enjoyed by users of the waterways.

Railroads have a vital interest in the level of government expenditures for transport facilities as well as in the establishment of adequate charges for their use. Why? Because any excess of public costs of providing rights-of-way over charges collected from commercial users represents a subsidy to railroad competitors.

Such uncompensated costs not paid for by the direct beneficiaries also add to the heavy and growing burdens which general taxpayers, including the railroads, must bear.

Federal government expenditures in the aggregate for domestic transportation by highway, air, and water have increased 12-fold since 1947, including:

An increase from \$88 million to \$922 million in annual spending relative to the airways system and aircraft development (Table 2);

An increase from \$3 million to \$87 million in outlays for airports (Table 3);

An increase from \$17 million to \$59 million in cash subsidy to airlines (Table 4);

An increase from \$337 million to \$4.9 billion in highway spending (Table 5); and

An increase from \$89 million to \$419 million in outlays for waterways -- not including multiple-purpose projects, TVA, or the St. Lawrence Seaway (Table 6).

Spending for transport facilities by State and local governments has also increased from \$3 billion in 1947 to \$13.4 billion in 1968. The total for all levels of government in 1968, as summarized in Table 1, is \$19.8 billion, or five and one-half times the 1947 total of \$3.5 billion.

Other programs. Government expenditures set forth herein do not include programs of Federal and local loans and grants to public bodies conducting experiments or demonstration projects in local mass transportation. Some railroads having suburban passenger service have participated in such projects,

which are not related to intercity transportation. Railroads are also participating in a Federal program in the field of high-speed intercity ground transportation research, development and demonstrations. The amount for this program in 1968 is \$22 million, a major part of which will go into rail demonstration projects in the Boston-Washington corridor.

Railroads, as shown by Table 10, are spending about \$1.5 billion a year to maintain, improve, and pay taxes on their roadway facilities, not including any allowance for cost of capital, for consumption of capital, or for rental of leased lines.

SUMMARY OF 1968 GOVERNMENT SPENDING FOR
INTERCITY TRANSPORT SYSTEMS AND FACILITIES
(In millions)

	Federal	State and Local	Total
Airways, etc.	\$ 922	\$ --	\$ 922
Airports	87	435	522
Airline cash subsidy	59	--	59
Highways	4 894	12 663	17 557
Waterways	419	330	749
High-speed ground transportation (incl. rail)	22	--	22
Total	\$6 403	\$13 428	\$19 831

User charges. It is widely recognized that those who use needed public facilities of transport should bear their appropriate share of the cost, a principle which becomes particularly important in the case of those who use such facilities for commercial gain. In support of this principle, President Johnson in his January 1967 Economic Report to Congress recommended:

"..... a fair system of charges for users of highways, aviation facilities, and inland waterways, to improve efficiency in the use of transportation resources, and to reimburse the Federal Government for a part of its expenditures on facilities which directly benefit those who use them." (Page 22)

In his Budget Message of January 29, 1968, President Johnson again urged:

"..... a number of new and increased user charges for programs in which the services provided by the Federal Government yield direct benefits to specific individuals and businesses. These charges -- notably in the field of transportation -- will, and should, shift the burden of financing from the general taxpayer to those who benefit directly, and make the provision of these services dependent upon the willingness of the user to pay for them." (Page 14)

Waterways. The Administration proposes "A user charge of 2 cents per gallon, increasing to 10 cents per gallon over the next 5 years" on fuel used by vessels navigating the inland waterways. (Budget, Page 69) The Bureau of the Budget estimated the proposed tax would yield \$7 million in fiscal 1969.

The waterway user charge, when enacted, will meet only about one-seventh of the \$50 million cost of operation and maintenance of inland navigation projects (not including the navigation portion of costs of multiple-purpose projects), with nothing for past or future investments or interest. Total spending by the Federal government in fiscal 1969 for inland and intracoastal waterways (not including the Great Lakes and seacoast harbors) is estimated at \$216 million. This total expenditure also is exclusive of any allowance for return on the \$4.3 billion of taxpayers' money the Federal government has already sunk in existing waterways.

Highways. By enactment of the Federal Aid Highway Act of 1956, Congress adopted a position that highway funds should be provided by highway users. Nevertheless, significant amounts of Federal highway expenditures still come from the General Fund and substantial amounts of revenue have been diverted from the General Fund to the Highway Trust Fund. Also, studies by impartial government bodies have shown that the large and heavy vehicles which compete with rail carriers bear less than their appropriate share of highway costs.

Budget proposals for 1969 would help to correct present inequities, and add some \$239 million to annual receipts. The Budget points out that "..... to bring the payments by operators of heavy trucks closer to a fair share of highway costs; receipts to the Highway Trust Fund would be augmented by raising the tax on diesel fuel and by increasing the use tax on heavy vehicles according to a scale graduated by weight." (Page 69)

Legislation has also been proposed "to transfer financing of forest highways and public lands highways to the Highway Trust Fund, so that costs will be borne by highway users rather than by general taxpayers." (Budget, Page 121)

Air. The Federal Budget proposes new user taxes for aviation services in fiscal 1969 amounting to \$40 million. Coupled with the \$230 million revenue from the 5 percent ticket tax already applicable to air passenger transportation, the yield would be \$270 million in the fiscal year. Comparison of these charges with Federal expenditures for airway facilities and services indicates that the combined existing and recommended user charges are modest. For fiscal 1969, the Budget contains requests for \$1,141 million for facilities, operations, administration and research on the Federal Airways System. The Federal Aviation Agency has said that civil aviation's share of airway cost is about 70 percent, which would amount to \$799 million for 1969, or almost three times the indicated yield of existing and proposed airway user charges.

Further, the Federal Budget states that "Legislation will be proposed for additional user charges to help cover commercial and general aviation shares of the cost of the Federal airway system, following the completion of systems studies now underway." (Page 69) It was noted that, "The Secretary of Transportation is currently conducting an intensive study of the long-term needs for the Nation's airways and airports. Recommendations for meeting these needs and for financing the costs of air transportation facilities and services will be sent to the Congress when the study has been completed and reviewed." (Page 119)

In addition, since passage of the Federal Airport Act of 1946, civil airport users have been beneficiaries of approximately \$1.1 billion in Federal grants for airport construction, including the administration and research costs of the program. These airport grants, now amounting to about \$75 million annually, are continuing with no provision for reimbursement.

Also, in the air transportation field, under the "need" provision of the Civil Aeronautics Act of 1938 (and its successor, the Federal Aviation Act of 1958) certificated airlines have been granted \$1.2 billion in direct cash subsidies through 1968. Budget provision for such subsidies in 1968 amounts to \$59.3 million, of which \$1.3 million will go to domestic trunklines, \$52.0 million will go to the "local service" airlines, and \$6.0 million to airlines in Alaska and Hawaii. One domestic trunkline (Northeast) is currently receiving cash subsidy, but others remain eligible for such support by taxpayers under provisions of the Federal Aviation Act.