



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
January 7, 1973

FHWA - 1-73
(202) 426-0677

Secretary of Transportation John A. Volpe today announced that 71,441 billboards have been removed from the Nation's highways under the Department of Transportation's Outdoor Advertising Removal Program.

In addition, he said, another 112,587 small political posters have been removed -- 100,000 by Florida, 2,587 by Maryland, and 10,000 by Illinois.

"This represents significant progress," Secretary Volpe said, "particularly in view of the fact that these figures, the latest now available, represent the progress only until the end of October. I am confident that when final returns are in for the entire year of 1972, around 100,000 billboards will have been removed."

He added that with the help of the new "Sign Cost and Depreciation Schedules" developed recently by the Federal Highway Administration, "we expect that the removal of unsightly billboards will be greatly accelerated in the future."

Under provisions of the Highway Beautification Act of 1965, billboards are prohibited within 660 feet of the rights-of-way of Federal-aid Interstate and Primary highways. All States but South Dakota are now in compliance with the law.

However, the Department of Transportation has held that Vermont is not administering the law properly because of its insistence on using police powers rather than just compensation to remove billboards.

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Colorado leads the States in the number of billboards removed with 11,267, followed by South Dakota, 11,237; Georgia, 7,090; Wyoming, 3,444; and Montana, 3,327.

Acting Federal Highway Administrator R. R. Bartelsmeyer explained that although South Dakota's laws are not technically in compliance with the requirements of the Highway Beautification Act of 1965, the State has been able to remove a large number of billboards by instituting a permit system. Under this system, he said, a paid permit is required for every billboard, and any signs without permits must be taken down.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

RELEASE AT WILL

FHWA 2-73
(202) 426-0678

The Federal Highway Administration's Bureau of Motor Carrier Safety moved a step closer today to establishing maximum interior noise levels for commercial motor vehicles operated in interstate and foreign commerce.

The Bureau issued a formal proposal for rulemaking which would require that the interior noise level at the driver's seating position not exceed 88 decibels when the vehicle is parked and all windows, doors and vents are closed. The noise level would be determined by accelerating the engine to its maximum governed or maximum rated engine speed, and recording the reading 6 inches to the right of the driver's right ear when the engine speed has stabilized.

The reading will be taken from the A-weighted scale on a hand held sound level meter. A 2 decibel tolerance would be allowed for variation in test conditions and variations in the capabilities of sound meters.

The Bureau issued an advance release on November 21, 1970, on the proposed new rulemaking, pointing out that a potential safety hazard can be created by high noise levels in the cab of a truck or bus engaged in sustained highway travel, and there is also a possible long-run personal occupational hazard of damage to a driver's hearing.

BMCS Director Robert A. Kaye said: "We have tentatively concluded that any hearing loss, even a temporary decline in hearing levels, is detrimental to the safety of commercial motor vehicle operations."

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All interested persons are invited to submit data, views, or arguments on the proposal by March 30, 1973. Comments should be submitted in three copies to the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 400 Seventh Street, S. W., Washington, D. C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

RELEASE AT WILL

FHWA 3-73
(202) 426-0678

The Federal Highway Administration's Bureau of Motor Carrier Safety announced today the amending of certain provisions of the Motor Carrier Safety Regulations which deal with liquid fuel systems.

The amendments are concerned with the sections relating to the design and installation of liquid fuel lines, with requirements for excess flow valves, and certification of fuel tanks.

Under the changes, Section 393.65 of the Regulations will relate primarily to the installation of fuel systems in commercial motor vehicles, and Section 393.67 of the Regulations will contain only requirements relating to the design, construction, and certification of fuel tanks.

Dr. Robert A. Kaye, Director of the Bureau of Motor Carrier Safety, commenting on the proposed rulemaking last November, said the revisions were intended to eliminate uncertainty over certification requirements by fuel tank manufacturers and fuel tank installers.

The Director concluded that a uniform certification format would be desirable and manufacturers must now use a specific form of certification, so that they, the purchasers of their products, and Bureau investigators may have evidence of compliance with the new requirements.

The amended rules became effective on January 1, 1973.

A certification will be required on fuel tanks manufactured on or after January 1, 1973, but no specific language will be required until July 1, 1973.

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Between January 1, 1973, and July 1, 1973, a fuel tank manufacturer may either use the mandatory wording or use alternate language which meets the intent of the rule. During that 6-month period, manufacturers will be able to secure new labels which will carry the mandatory language and exhaust their stocks of labels which do not.

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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY A.M.
January 19, 1973

FHWA 4-73
(202) 426-0678

Because of a new Interstate System freeway, archeologists have determined that a succession of different cultures inhabited a village site in the Ohio River Valley dating back as far as 8000 B. C.

When plans were being made to construct Interstate Route 275 in Dearborn County, Indiana, as part of the outer loop of I-275 around Cincinnati, Ohio, highway officials realized that the route would pass near what was described in a 1934 Indiana Historical Society archeological report as Site 19. This was a rare village site where occupation by two groups of unrelated cultures occurred successively, and it was presumed to be rich in the cultural history of the Ohio River Valley.

In accordance with Federal Highway Administration policy, the Indiana State Highway Commission offered the Indiana Historical Society the opportunity to excavate the site before highway construction began in the area. An agreement between the two State agencies was approved by FHWA, making the site eligible for excavation with 90 percent Federal participation in the cost of \$13,450.

Cooperating with the Indiana Historical Society were the Universities of Indiana and Notre Dame, both of whom established field schools at the site.

While final conclusions await further testing in the Indiana University laboratories, early findings include evidence of an archaic people living in the area between 8000 and 6000 B. C. It appears that these people were primarily hunters and gatherers, as opposed to the Late Woodland people who lived on the site between 600 A. D. and 1000 A. D., and who were an agricultural people.

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In addition, evidence was uncovered which indicates that there were other people living at the site between 1000 B. C. and 1 A. D.

Unearthed at the site during the two-and-a-half months project were human and animal skeletons, fire-cracked rock, charcoal, pieces of pottery, and arrowheads.

"This archeological examination, of course, was but one of many that the Federal Highway Administration has authorized throughout the Nation," said Acting Federal Highway Administrator R. R. Bartelsmeyer.

"Highways are a part of the fabric of our overall society, and highway officials are most anxious to cooperate closely with archeologists, historians, environmentalists and others to provide as many side benefits as possible from the construction of new highways. I personally am delighted that this Indiana excavation was so rewarding."

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FEDERAL HIGHWAY ADMINISTRATION WASHINGTON, D.C. 20590

FOR RELEASE MONDAY A.M.
January 29, 1973

FHWA 5-73
(202) 426-0678

The Federal Highway Administration's Bureau of Motor Carrier Safety announced today a revision of Section 395.10 of the Motor Carrier Safety Regulations which provides for special rules on the maximum driving hours by a driver when he encounters unforeseen adverse driving conditions such as inclement weather or traffic congestion.

The Bureau issued an advance release on June 21, 1972, on the proposed revision, pointing out the following:

--that under present regulations, maximum driving hours may exceed as much as two hours beyond the regular ten-hour driving limitation, when the driver encounters abnormal weather or traffic conditions, if his run could have been completed under normal conditions.

--that under present regulations, no explicit distinction is made between foreseen or unforeseen adverse driving conditions; thus allowing the extra two hour adverse driving time to be subject to abuse.

With greater focus on safety, the Bureau revised the rule so that the two additional hours of driving time is allowable only when the adverse conditions could not be anticipated on the basis of information known to the person dispatching the run at the time it was begun.

- more -

The Bureau concluded that it would be prudent, in the majority of cases, to permit the driver to continue to drive until it becomes quite evident he can or cannot complete his run within the ten hour permissible driving time, plus the two extra hours that accrue because of the adverse conditions.

The revised rule provides that a driver encountering adverse driving conditions, and unable to complete his run within the ten hour maximum time, may within two additional hours complete the run or stop at a safe and secure place.

The Bureau concluded that there is a point at which the hazards of driver fatigue outweigh the hazards or discomfort of an unscheduled stop and therefore explicitly states in the revised rule that the driver may not drive or be permitted or required to drive as a result of adverse driving conditions in excess of the sum total of 12 hours following 8 consecutive hours off, or after he has been on duty 15 hours following 8 consecutive hours off duty.

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NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY A.M.
February 15, 1973

FHWA 8-73
(202) 426-0678

The Federal Highway Administration's Bureau of Motor Carrier Safety announced today the completion of a contract to study the relationship of hours of service, safety of operations of trucks and buses, and driver fatigue.

The Bureau has identified the driver as the decisive factor in the great majority of commercial carrier accidents. The study was conducted to test the theory that driver fatigue, as manifested by loss of alertness, is a major contributor to many of these accidents.

The contractor measured the performance of interstate truck and bus drivers during typical operations in all parts of the country and simultaneously recorded certain indicators of their level of mental arousal.

In addition to the research performed on the road, an opinion survey was conducted of driver practices and attitudes toward current Department of Transportation's regulations governing hours of service. An analysis was also made of accident statistics in relation to a time on the road from the viewpoint of possible fatigue related causes, and a critical review was conducted of previous studies concerned with driver fatigue or alertness.

Data reflecting the performance and physiological responses of drivers were collected during 195 truck and bus runs in every part of the country under all kinds of weather, road and traffic conditions. No attempt was made to select favorable environmental conditions. Geographic sampling was used in order that the conditions encountered would be typical of those experienced by most truck and bus drivers. The report is a result of 1,550 hours of continuous data recording and observation, covering 62,000 miles of U. S. highways.

Director Robert A. Kaye of the Bureau of Motor Carrier Safety said "the results of this landmark study will be analyzed and certainly will be one of the considerations in any future rule making activities on hours of service of interstate truck and bus drivers." The major results of the study indicate:

1. Increases in driver performance errors, and significant decreases in the level of psychophysiological arousal of the drivers, occurred near the end of drivers' tour of duty.
2. The effectiveness of rest breaks on driver performance and level of psychophysiological arousal varied with the amount of total trip time.
3. Sleeper Berth drivers appeared to recover less completely from rest breaks than did relay drivers.
4. There appeared to be a cumulative effect on the drivers' level of psychophysiological arousal due to several successive days on duty.
5. The adverse effects of prolonged driving were evidently more pronounced for older drivers (aged 45 or more) than for younger drivers.
6. There are marked diurnal variations in level of psychophysiological arousal with the lowest levels occurring, for most individuals, between about 2 a.m. and 7 a.m.
7. With respect to their attitudes toward current DOT regulations concerning hours of service, far more drivers spontaneously expressed approval (42%) of current limitations than disapproval (7%).

A copy of the report "A Study of the Relationships Among Fatigue, Hours of Service, and Safety of Operations of Truck and Bus Drivers," may be obtained from the U. S. Department of Commerce, National Technical Information Service, Springfield, Virginia 22151, at a cost of \$6.75. Request should reference Accession No. PB 213963.



DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D.C. 20590

FOR RELEASE MONDAY A.M.
February 19, 1973

FHWA 9-73
(202) 426-0678

The Federal Highway Administration's Bureau of Motor Carrier Safety released today a report on the mechanical condition on the Nation's interstate bus fleet, validated by the results of the Bureau's Bus Safety Inspection Program during 1971.

BMCS Director Dr. Robert A. Kaye said, "The report contains data compiled during roadside safety bus inspections, and presents a comparison between incidence of bus safety deficiencies in 1971 as opposed to 1970, when 11.7 percent of the buses inspected were found to be dangerously defective and ordered out of service. There is still room for improvement and an urgent need to further reduce levels of defects on commercial vehicles which are dispatched with human cargoes. The number of buses placed out of service in 1971 was reduced to 8.7 percent of those inspected, down 3 percent from the previous year."

"I believe that this report," Dr. Kaye continued, "will serve as a valuable tool for the transportation industry in planning future inspection and maintenance programs to achieve improved effectiveness."



DEPARTMENT OF TRANSPORTATION

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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY A.M.
February 20, 1973

FHWA 7-73
(202) 426-0678

The Federal Highway Administration's Bureau of Motor Carrier Safety has announced that it proposes to reinstitute the requirement that each applicant applying for a job as a driver of a commercial motor vehicle operating in interstate or foreign commerce must, as a prerequisite to his qualification to drive, successfully complete a written examination testing his knowledge of safety regulations relative to this job.

The Bureau first proposed the requirement in April 1970, stating that the purpose was to weed out the incompetent, the unfit and the unqualified drivers in the interest of greater highway safety.

However, the driver examination requirement was withdrawn prior to its effective date, after the Equal Employment Opportunity Commission's issuance, in August of 1970, of guidelines for the use of written examinations as a condition of employment.

Since the driver's examination originally prescribed had not been "validated" under the Equal Employment Opportunity Commission's criteria, a contract for the development of a new, validated, examination was awarded early in 1971 and was performed during the period July, 1971, to June, 1972. As a result of that effort, the contractor supplied the Bureau with a set of four "validated" examinations.

BMCS Director Dr. Robert A. Kaye, said "the purpose of this 'validated' written examination is to assure that driver candidates have a working knowledge of regulations critical to their own safety, the public safety, and the protection of valuable equipment prior to

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their being released on the nation's highways."

The contractor's final report, "The Development of Written Examinations on the Motor Carrier Safety Regulations," is available from the National Technological Information Service in Springfield, Virginia. The report is in two volumes at \$3 each for paper copies, and \$.95 each for microfiche copies. The volumes and their accession number and BMCS Identification Number are as follows:

--Accession No. PB 213402 BMCS - RD-71 - ea. - Volume 1

--Accession No. PB 213402 BMCS - RD-71 - ea. - Volume 2

Interested persons are invited to submit written data, views, or arguments pertaining to the proposed requirement before the close of business on May 4, 1973. All comments submitted should refer to the docket number and notice number appearing at the top of the Notice of Proposed Rulemaking published in the Federal Register February 5, 1973, and should be submitted in 3 copies to the Director, Bureau of Motor Carrier Safety, Federal Highway Administration, Washington, D. C. 20590.

The proposed effective date of the examination requirement is July 1, 1973.



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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
February 23, 1973

FHWA 13-73
(202) 426-0678

A revised and expanded edition of the "Handbook of Highway Safety Design and Operating Practices" emphasizing the latest accident prevention techniques has just been released by the Department of Transportation's Federal Highway Administration.

The original edition was published in 1968.

Bringing together under one cover information from a number of sources, the "Handbook" is aimed at persons involved in highway design and operation at State, city and county levels.

It provides graphic descriptions of how to implement safe highway design features, and how to protect motorists from built-in highway hazards. Among other things, it tells how to provide clear roadside recovery areas; safe bridge designs, including pedestrian overpass structures; breakaway sign posts; types of highway traffic barriers, including energy-absorbing barriers, which provide motorists with the greatest protection; railroad grade crossing improvements; adequate lighting; and skid-prevention measures.

"The 'Handbook' should be of significant help in meeting the changing and growing demands of traffic which require periodic review of practices and standards," said Acting Federal Highway Administrator R. R. Bartelsmeyer. "It is not intended to be a listing of standards or a detailed design manual; rather, it should be used as an educational tool and reference guide. It should be reviewed at the policy level and studied and implemented at the operating level. We feel that the 'Handbook' will be very useful in selecting the best corrective treatment for locations which are hazardous or which have operational problems."

The original edition of the "Handbook" contained information on design and operating problems commonly found in high-type highway facilities. In addition to updating this information where needed, the new edition includes similar information on all types of highways.

The "Handbook of Highway Safety Design and Operating Practices" is available at \$2 a copy from the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402.

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DEPARTMENT OF TRANSPORTATION

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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
February 24, 1973

FHWA 12-73
(202) 426-0678

The Federal Highway Administration's Bureau of Motor Carrier Safety has announced the revision of the Motor Carrier Safety Regulations to permit the use of coiled nylon brake tubing for connections between towed and towing commercial motor vehicles operated in interstate and foreign commerce. The new coiled tubing authorized is expected to help eliminate chafing hoses as one cause of brake failure.

The Bureau conducted a 15-month field test program in response to a petition filed by Leaseway Transportation Corporation, in which Cleveland Motor Freight Lines and Pacific Intermountain Express, Inc., participated.

The details of the experimental program were published in a Notice of Proposed Rulemaking issued by the Bureau on August 1, 1972, at which time the Bureau proposed to allow the use of coiled nylon tubing for both brake connections between towed and towing vehicles and for connections between the frame of a towed vehicle and adjustable axles of that vehicle. Today's announcement authorized the new type of brake tubing for use between towed and towing vehicles only.

BMCS Director Dr. Robert A. Kaye said, "We recognized the test program did not relate to the use of coiled nylon brake tubing between the frame and adjustable axles of a towed vehicle. Since no information was submitted, in response to the notice, to indicate that coiled nylon tubing was suitable for these connections, the Bureau concluded that it would not be prudent at this time to permit its use for this purpose."

The revised rule, section 393.45 of the Motor Carrier Safety Regulations, becomes effective October 1, 1973, with permissible compliance on and after date of issue.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
February 24, 1973

FHWA 11-73
(202) 426-0678

The Federal Highway Administration's Bureau of Motor Carrier Safety has announced the authorized experimental use of a 7-day driver's log by drivers of 29 selected motor carriers representing a broad cross section of the motor carrier industry.

BMCS Director Dr. Robert A. Kaye issued a special exemption from the rules in the Motor Carrier Safety Regulations to permit the carriers and their drivers to participate in this experimental program of using a new form of driver's daily log.

The experiment will determine whether the driver's daily log in its present form can be simplified thereby minimizing the amount of paperwork required of carriers and drivers, and at the same time, retaining the usefulness of the daily logs as a device for monitoring compliance with the hours-of-service rules in the safety regulations.

The driver's current daily log consists of a sheet of paper for each day, on which his daily activities are recorded. The present system requires the retention of 1-year's records, creating costly records storage problems.

The 7-day log experiment will test the use of this new form of driver's log which permits 7 days of driver activities to be entered on a single sheet of paper. The 1-year experimental program will start on April 1, 1973.



DEPARTMENT OF TRANSPORTATION

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FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
February 28, 1973

FHWA 10-73
(202) 426-0678

The appointment of Dr. Murray W. Ballenger to the newly-created position of Chief Medical Advisor to the Federal Highway Administration's Bureau of Motor Carrier Safety was announced today by Acting Federal Highway Administrator R. R. Bartelsmeyer.

Dr. Ballenger, who has been a Medical Officer with several Federal, State, and local governmental organizations, will have the responsibility of interpreting medical guidelines as they apply to commercial truck and bus drivers who operate in interstate commerce. He also will assist in the promulgation of rules revisions and amendments where physical and medical considerations are involved.

"The increasing numbers of technical cases involving medical evaluation that require competent medical expertise necessitated the addition of a full-time physician to the Bureau staff," said BMCS Director Robert A. Kaye. "I am confident that Dr. Ballenger's appointment to this new position will greatly enhance the Bureau's capabilities in the area of medical regulations."

A native of Lubbock, Texas, Dr. Ballenger graduated from Texas Technological University in 1931, and received his medical degree from the University of Kansas in 1935. From 1937 to 1967 he served with the Navy Medical Corps as a Flight Surgeon and Medical Officer, retiring with the rank of Captain.

He served with the Virginia State Health Department as a Public Health Director for Loudoun and Fauquier Counties and the City of Alexandria, as well as with the Office of Aviation Medicine in the Federal Aviation Administration.

Dr. Ballenger and his wife, Anita, live in Leesburg, Virginia. They have a 25-year-old son, John, presently in law school, and a 23-year-old daughter, Peyton, an equestrienne, trainer and instructor in Middleburg, Virginia.

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FOR RELEASE THURSDAY
March 1, 1973

FHWA 14-73
(202) 426-0677

The Federal Highway Administration's Bureau of Motor Carrier Safety has announced the award of a \$142,774 contract to Rowland & Company, Inc., Haddonfield, New Jersey, to develop criteria for the minimum amount of training needed for new entrants into the truck and bus driving occupations.

The basic objective of the contract is the development of a performance-based curriculum for training drivers of commercial motor vehicles. The training program will include classroom and behind-the-wheel instruction, with emphasis on driver behavioral reactions, designed to reduce accidents and promote highway safety.

BMCS Director Dr. Robert A. Kaye said, "The Bureau is convinced that the public's interest would be served by upgrading the ability of commercial vehicle drivers through improved training programs. Technological advances in equipment and highway engineering, joined with increased knowledge of highway safety and the skills that today's commercial motor vehicle driver must possess, make it necessary that standard criteria for driver training be established. A significant part of the overall effort to improve motor vehicle safety will involve development of programs which establish and improve driver skills for various aspects of commercial vehicle operation."

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The work to be performed involves development of curricula for classroom instruction and behind-the-wheel driver training and apprenticeship based on analysis of commercial vehicle driving tasks most critical to safe and efficient driver performance under diverse driving conditions.

The minimum study requirements include:

- program entry level requirement
- criteria for successful completion of training and apprenticeship
- guidelines for driver training and apprenticeship development for driver training schools including commercial motor vehicle or motor carrier "in-house" training courses and a long-term evaluation plan related to accident reduction.

The contract is for 18 months, ending in August 1974.

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FOR RELEASE FRIDAY
March 2, 1973

FHWA=-15 (202-426-0677)

Five State highway departments, a city department of public works, a land development firm, and an oil company service station were first place winners in the fifth annual contest sponsored by the U. S. Department of Transportation's Federal Highway Administration to demonstrate and encourage the compatibility of highways and environment.

The competition is designed to recognize the efforts made by State and local governments, civic and professional groups, and private industry to preserve or improve the environment adjacent to highways.

The 1972 contest attracted 603 entries from all sections of the country who submitted photographs illustrating how highways cannot only be attractive but can have a beneficial impact on the areas traversed.

Acting Federal Highway Administrator R. R. Bartelsmeyer said the entries prove that the highway program is concerned with ecology and the environment. "They show clearly that the highway and the environment can exist harmoniously, with each contributing toward making a more beautiful America."

The California Department of Public Works won first place in three of the contest's 10 categories, and one first place each was won by the Arkansas State Highway Department, Washington Department of Highways, New Mexico State Highway Department, and the Illinois Department of Transportation. Other winners were the Chicago Department of Public Works, Haft-Gaines Company, a land development firm in Lauderhill, Florida, and the Atlantic Richfield Company of Los Angeles.

First place winners and locations of the projects follow:

1. Highway in its rural environment — Arkansas State Highway Department; Arkansas State Highway 43 in the heart of the Ozarks about three miles north of Ponca.
2. Highway in its urban environment — Washington Department of Highways; section of Northeast 12th Street in Bellevue.

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3. Bridge, ramp, overpass, interchange area, tunnel approach, or other structural feature -- California Department of Public Works; William M. Sell Memorial Bridge on Highway 49 east of Mariposa.

4. Safety rest area with sanitary and other facilities -- New Mexico State Highway Department; Acomita rest area shelters on I-40 west of Albuquerque.

5. Highway-oriented private enterprise, industrial and office building, hotel, motel, etc. - Haft-Gaines Company of Lauderhill, Florida; landscape screening between urban highway and residential development adjacent to Florida SR 816 in Lauderhill.

6. Multiple use of highway right-of-way - City of Chicago Department of Public Works; river plaza on narrow strip of right-of-way between lower Wacker Drive and the Chicago River.

7. Preservation of wildlife or natural areas -- California Department of Public Works; alignment adjustment of Route 255 Freeway at design stage to protect American egret rookery on Eureka Indian Island.

8. Preservation of historic sites -- Illinois Department of Transportation; restoration of old State Capitol in Springfield by relocation of three State routes and closing of two downtown streets. Reconstruction of area permitted inclusion of new 470-car underground parking lot.

9. Landscape treatment along roadsides and interchanges -- California Department of Public Works; treatment of retaining wall on I-280 at Potrero Hill in San Francisco.

10. Motorist Service Station - Atlantic Richfield Company in Pacific Grove, California, at the entrance to the 17-mile drive on the Monterey Peninsula.

Second and third place winners for each of the categories were also selected. Second place winners in the various categories follow:

1. Wisconsin Department of Transportation; section of State Route 182 in Iron County.

2. Massachusetts Department of Public Works; section of State Route 2 in Arlington.

3. California Department of Public Works; Miramar Road crossing over I-805.

4. Utah State Department of Highways; Kimball rest area on I-80 30 miles east of Salt Lake City.

5. Nebraska Department of Roads for helping in the development of the Marantha Bible Camp along I-80 where removal of fill permitted enlarging of existing lake.

6. California Department of Public Works; interchange of Route 24 and I-580 in Oakland.

7. South Dakota Department of Highways; no mowing of natural cover in right-of-way along State's road system during pheasant and grouse hatching season.

8. Ohio Department of Transportation; bridge carrying Ohio Route 343 over tributary of Little Miami River partially replaced in an area bordering John Boyan State Park.

9. Miami, Florida, Department of Off-Street Parking; landscaped traffic islands on Biscayne Boulevard in Miami.

10. Shell Oil Company in Parma Heights, Ohio.

Third place winners follow:

1. California Department of Public Works; State Highway 32 east of Chico.

2. No selection.

3. Jackson County (Wisconsin) Highway Department; Black River bridge on County Highway "K" near Hatfield.

4. Washington State Department of Highways; Chamberlain Lake rest area on State Route 14 east of Vancouver.

5. J. C. Penney Company in Phoenix, Arizona; landscape treatment for warehouse adjacent to I-17 in Phoenix.

6. California Department of Public Works; Mission Bay Park adjacent to the I-5 freeway.

7. Illinois Department of Transportation; remnants of Illinois prairie preserved in Macoupin County.

8. Sacramento (California) Redevelopment Agency; restoration of historic area in conjunction with construction of I-5 in Sacramento.

9. Vermont Department of Highways; landscape treatment in vicinity of Montpelier interchange on I-89.

10. Getty Oil Company; service station at Ackerman and Randolph Avenues in Clifton, New Jersey.

Judges for the contest were Mrs. Marion Fuller Brown, member of Highway Beautification Commission; Raymond L. Freeman, Associate Director for Operations, National Park Service, U. S. Department of Interior;

Rexford A. Resler, Assistant Chief, Forest Service, U. S. Department of Agriculture; Eugene M. Johnson, President of Asphalt Institute; Henrik E. Stafseth, Executive Director, American Association of State Highway Officials; Mrs. Frederick Tanner, President, Garden Club of America; and Alan M. Voorhees of Alan M. Voorhees and Associates.

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ADMINISTRATION
DOT 512

FIRST CLASS





DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
March 7, 1973-----

FHWA--16-73 (202-426-0677)
QUARTERLY REPORT ON THE FEDERAL-AID
HIGHWAY PROGRAM, DECEMBER 31, 1972

Secretary of Transportation Claude S. Brinegar said today that work has either been completed or is under way on 98 percent--or 41,709 miles--of the 42,500-mile Interstate System.

He said only 791 miles, or 2 percent, have not yet advanced to the point where location public hearings have been held.

Information compiled by the Department of Transportation's Federal Highway Administration as of December 31, 1972, showed that 34,393 miles--or 80 percent--of the Interstate System are now in use, with construction under way on another 3,293 miles.

"This represents an addition of 1,405 miles completed in the 12-month period since December 31, 1971," Secretary Brinegar said. "It reflects the steady progress being made in constructing this, the safest and best engineered highway network in the world."

As currently designated, the System consists of 34,385 miles of rural and 8,115 miles of urban highways. As of this report, 27,826 miles or 80.9 percent of the rural mileage, and 6,567 miles or 80.9 percent of the urban mileage were open to traffic.

The total mileage in use by passenger and commercial vehicles rose from 32,988 a year ago and 33,796 as of September 30, 1972, the date of the last survey, to 34,393 as of December 31.

In addition to the sections open to traffic, 3,293 miles were under construction as of December 31; engineering or right-of-way acquisition prior to construction was in progress on another 3,545 miles; and route location approval was pending on 478 additional miles for which public hearings had been held.

(more)

The status of the Interstate System as of December 31, 1972, is shown on the accompanying map, and in detail in table I. In summary, the status follows: 1/

	<u>Urban</u>		<u>Rural</u>		<u>Total</u>	
	<u>Miles</u>	<u>Percent</u>	<u>Miles</u>	<u>Percent</u>	<u>Miles</u>	<u>Percent</u>
1. Improved and open to traffic <u>2/</u>	6,567	81	27,826	81	34,393	81
2. Under construction	557	7	2,736	8	3,293	8
3. Location approved-construction not started	738	9	2,807	8	3,545	8
4. Public hearing held-approval pending	98	1	380	1	478	1
5. No location action taken	<u>155</u>	<u>2</u>	<u>636</u>	<u>2</u>	<u>791</u>	<u>2</u>
	8,115	100	34,385	100	42,500	100

1/ Items 3, 4 and 5 correspond to first two columns in the table on opposite page, "Preliminary Status or Not Yet in Progress," and "Engineering or Right-of-way."

2/ Includes 2,303 miles of toll roads.

Some \$49.94 billion has been put to work on the Federal-aid Interstate program since the accelerated program began in 1956. Work completed since July 1, 1956, has cost \$36.97 billion, of which \$30.79 billion was for construction and \$6.18 billion for engineering and right-of-way acquisition. As of December 31, 1972, work estimated to cost \$12.97 billion was underway or authorized, including \$8.86 billion of construction; and \$4.11 billion of engineering and right-of-way acquisition. Interstate financing data, by States, are reported in table II.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extensions, and the new urban system, for which \$1.425 billion was apportioned for fiscal year 1973, has also shown considerable accomplishment, with \$34.06 billion worth of work involving 273,226 miles of construction contracts completed or underway.

Construction contracts involving 260,752 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$25.92 billion; and contracts involving 12,474 miles at a cost of \$5.02 billion were underway on December 31. In addition, \$2.05 billion of engineering and right-of-way acquisition work had been completed and \$1.07 billion worth of such work was underway. The primary-secondary-urban program is financed by the Federal Government and the States on an equal-share basis. Data are reported by States in table III.

The Highway Trust Fund, source of Federal funds for the Federal-aid Interstate and other highway programs, received \$1.447 billion of tax revenue income during the three months ended December 31, about 73 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$1.371 billion. The status of the Trust Fund is shown in table IV.



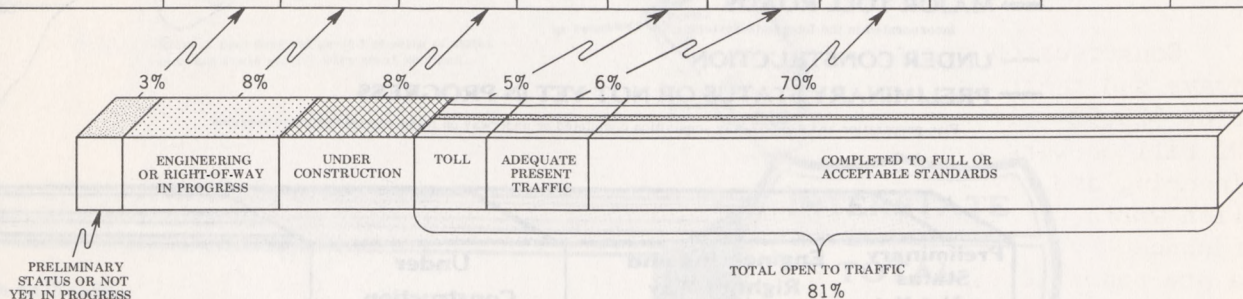
THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF DECEMBER 31, 1972



TABLE 1

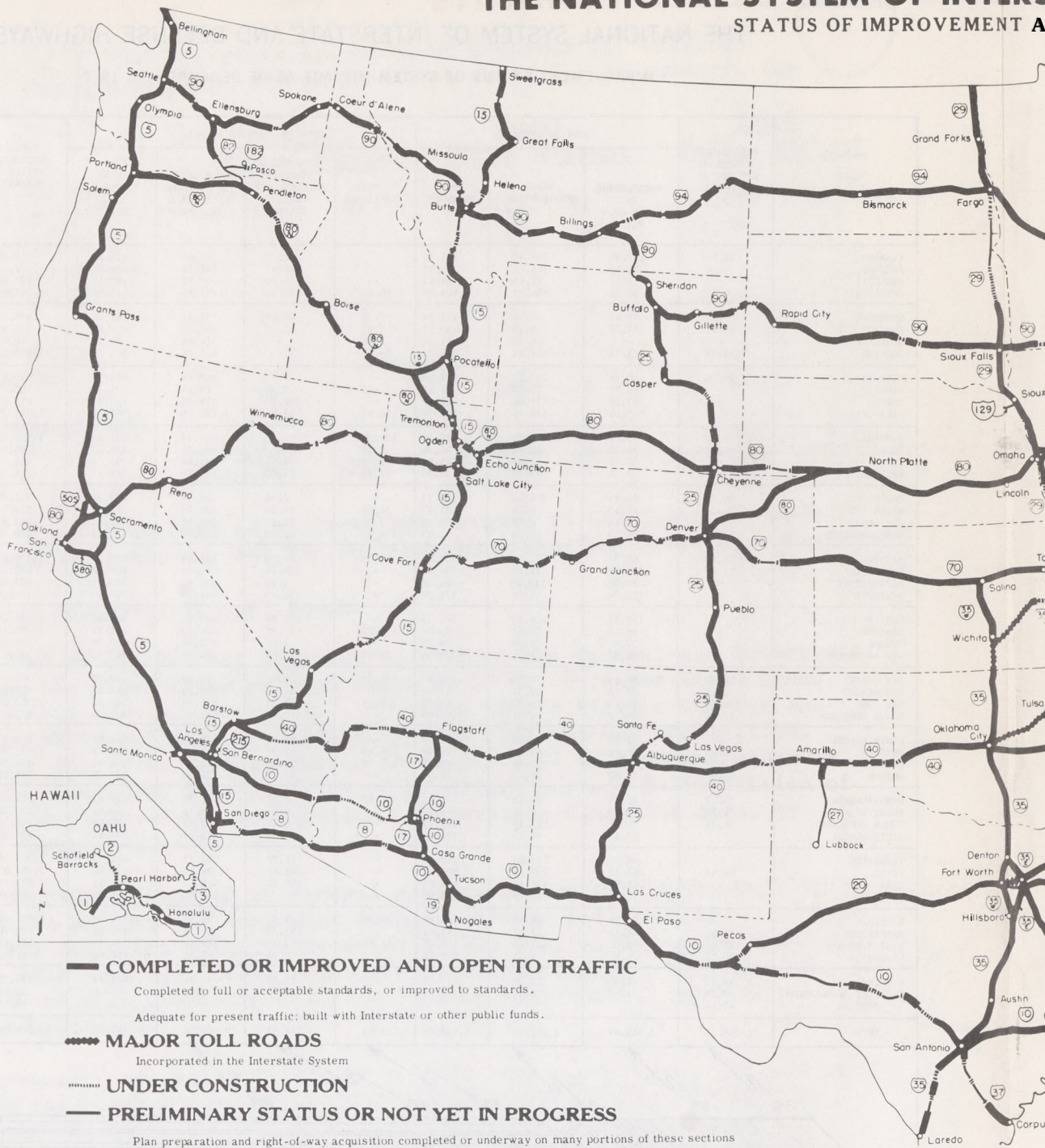
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS ^{1/}	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF- WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	18.70	129.30	105.40	234.70	-	51.10	593.90	645.00	898.40	ALABAMA
ARIZONA	1.00	98.52	146.45	244.97	-	168.43	758.19	926.62	1,172.59	ARIZONA
ARKANSAS	-	11.57	12.65	24.22	-	4.30	497.82	502.12	526.34	ARKANSAS
CALIFORNIA	4.70	167.10	138.10	305.20	10.20	183.90	1,783.80	1,977.90	2,287.80 ^{2/}	CALIFORNIA
COLORADO	66.19	95.60	33.16	128.76	-	49.09	732.41	781.50	976.45	COLORADO
CONNECTICUT	40.21	24.78	6.19	30.97	12.31	50.19	213.30	275.80	346.98	CONNECTICUT
DELAWARE	-	-	11.47	11.47	14.30	-	14.84	29.14	40.61	DELAWARE
FLORIDA	153.91	211.71	129.94	341.65	56.45	-	847.24	903.69	1,399.25 ^{3/}	FLORIDA
GEORGIA	38.70	155.78	103.20	258.98	-	2.32	849.69	852.01	1,149.69	GEORGIA
HAWAII	-	19.91	10.57	30.48	-	2.24	19.53	21.77	52.25	HAWAII
IDAHO	-	53.28	21.41	74.69	-	119.12	418.00	537.12	611.81	IDAHO
ILLINOIS	17.70	165.64	176.10	341.74	154.92	88.66	1,124.70	1,368.28	1,727.72	ILLINOIS
INDIANA	14.30	31.02	82.83	113.85	156.90	-	844.37	1,001.27	1,129.42	INDIANA
IOWA	47.92	34.18	60.84	95.02	3.17	-	634.85	780.96	780.96	IOWA
KANSAS	-	34.55	51.40	85.95	187.70	2.45	545.60	735.75	821.70	KANSAS
KENTUCKY	-	57.74	93.60	151.34	39.20	15.42	530.49	585.11	736.45	KENTUCKY
LOUISIANA	40.91	26.31	227.42	253.73	-	0.86	422.54	423.40	718.04	LOUISIANA
MAINE	-	22.45	9.28	31.73	54.48	87.24	138.22	279.94	311.67	MAINE
MARYLAND	26.56	3.46	0.24	3.70	53.04	74.55	199.96	327.55	357.81	MARYLAND
MASSACHUSETTS	21.57	21.33	10.66	31.99	134.41	22.29	259.99	416.69	470.25	MASSACHUSETTS
MICHIGAN	41.00	68.92	74.72	143.64	5.39	42.96	941.69	990.04	1,174.68	MICHIGAN
MINNESOTA	21.32	119.26	77.23	196.49	-	119.71	576.61	696.32	914.13	MINNESOTA
MISSISSIPPI	-	33.90	110.40	144.30	-	4.10	534.80	538.90	683.20	MISSISSIPPI
MISSOURI	-	124.20	52.00	176.20	-	120.40	849.50	969.90	1,146.10	MISSOURI
MONTANA	-	196.52	106.23	302.75	-	252.89	633.01	885.90	1,188.65	MONTANA
NEBRASKA	-	16.75	22.51	39.26	0.22	12.88	428.23	441.33	480.59	NEBRASKA
NEVADA	-	77.84	18.94	96.78	-	4.92	432.86	437.78	534.56	NEVADA
NEW HAMPSHIRE	-	21.32	7.41	28.73	21.02	13.83	150.70	185.55	214.28	NEW HAMPSHIRE
NEW JERSEY	18.90	60.50	74.70	135.20	45.70	18.40	166.20	230.30	384.40 ^{4/}	NEW JERSEY
NEW MEXICO	32.16	50.99	32.37	83.36	-	55.88	827.53	883.41	998.93	NEW MEXICO
NEW YORK	96.82	53.39	28.83	82.22	489.58	53.32	614.96	1,157.86	1,336.90 ^{5/}	NEW YORK
NORTH CAROLINA	52.86	120.12	66.41	186.53	-	10.62	591.64	602.26	841.65	NORTH CAROLINA
NORTH DAKOTA	-	22.20	40.70	62.90	-	51.49	456.94	508.43	571.33	NORTH DAKOTA
OHIO	8.80	80.66	62.32	142.98	206.20	57.52	1,118.47	1,382.19	1,533.97	OHIO
OKLAHOMA	-	3.40	51.08	54.48	174.04	17.11	563.71	754.86	809.34	OKLAHOMA
OREGON	21.07	11.97	41.57	53.54	-	82.89	577.35	660.24	734.85	OREGON
PENNSYLVANIA	34.53	65.31	64.13	129.44	360.18	8.35	1,041.90	1,410.43	1,574.40	PENNSYLVANIA
RHODE ISLAND	26.59	0.40	6.49	6.89	-	8.44	58.36	66.80	100.28	RHODE ISLAND
SOUTH CAROLINA	60.77	0.52	125.20	125.72	-	8.17	563.45	571.62	758.11	SOUTH CAROLINA
SOUTH DAKOTA	-	75.26	59.09	134.35	-	49.28	495.33	544.61	678.96	SOUTH DAKOTA
TENNESSEE	-	88.80	155.05	243.85	-	66.70	734.85	801.55	1,045.40	TENNESSEE
TEXAS	94.41	267.12	239.19	506.31	-	221.80	2,338.13	2,559.93	3,160.65	TEXAS
UTAH	-	265.38	108.88	374.26	-	65.54	498.97	564.51	938.77	UTAH
VERMONT	-	35.20	34.18	69.38	-	-	251.00	251.00	320.38	VERMONT
VIRGINIA	10.82	161.75	26.91	188.66	37.60	41.65	794.15	873.40	1,072.88	VIRGINIA
WASHINGTON	69.85	61.80	37.81	99.61	-	153.73	439.71	593.44	762.90	WASHINGTON
WEST VIRGINIA	17.44	43.52	112.43	155.95	86.38	2.70	249.18	338.26	511.65	WEST VIRGINIA
WISCONSIN	110.50	0.67	1.73	2.40	-	0.79	455.18	455.97	568.87	WISCONSIN
WYOMING	49.27	45.97	21.36	67.33	-	13.82	783.17	796.99	913.59	WYOMING
DISTRICT OF COLUMBIA	9.36	7.62	1.81	9.43	-	2.92	7.84	10.76	29.55	DISTRICT OF COLUMBIA
PENDING	-0.14 ^{6/}	-	-	-	-	-	-	-	-0.14 ^{6/}	PENDING
TOTAL	1,268.70	3,545.49	3,292.59	6,838.08	2,303.39	2,484.97	29,604.86	34,393.22	42,500.00	TOTAL



- 1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.
- 2/ Excludes 7.00 miles chargeable to the Howard-Cramer Act of the total 17.20 mile Century Freeway (I-105) which was added to the system under that Act.
- 3/ Excludes 42.80 miles chargeable to the Howard-Cramer Act, I-75E St. Petersburg-Tampa Bypass which was added to the system under that Act.
- 4/ Excludes 27.30 miles chargeable to the Howard-Cramer Act of the total 34.30 mile Trenton-Asbury Park Spur (I-195) which was added to the system under that Act.
- 5/ Excludes 52.80 miles chargeable to the Howard-Cramer Act of the total 67.20 mile Genesee Expressway (I-390) which was added to the system under that Act.
- 6/ The "minus" mileage reserve, temporarily indicated, results from recent system measurements. The final mileage measurements will provide an adequate reserve for all designated routes on the system.

THE NATIONAL SYSTEM OF INTERSTATER HIGHWAYS

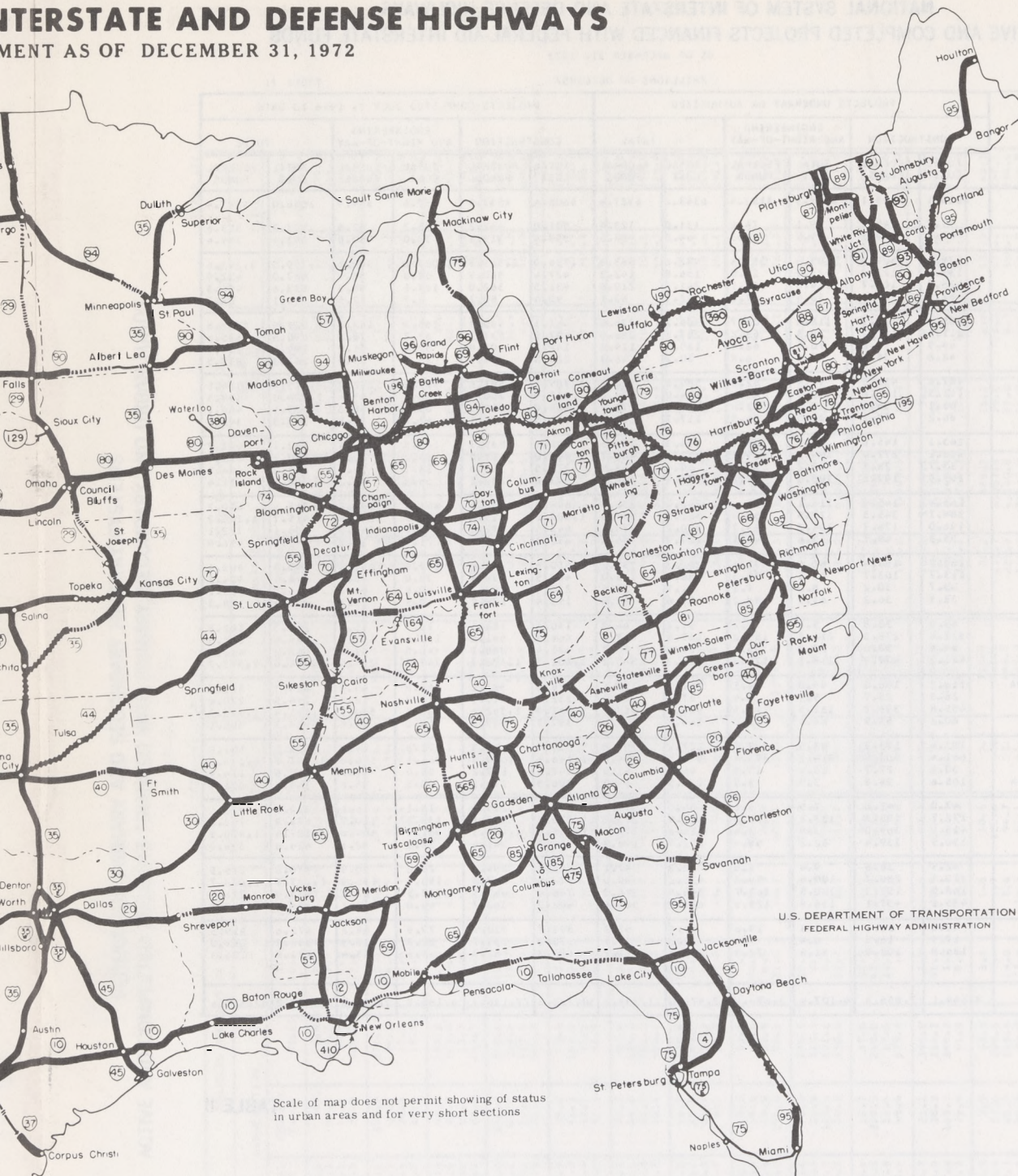
STATUS OF IMPROVEMENT AND CONSTRUCTION



Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction	
1,269 Miles	3,545 Miles	3,293 Miles	

INTERSTATE AND DEFENSE HIGHWAYS

AS OF DECEMBER 31, 1972



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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

Open to Traffic

34,393 Miles

37,686 Miles

INTERSTATE

TOTAL

42,500

MILES

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF DECEMBER 31, 1972

/MILLIONS OF DOLLARS/

TABLE II

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE					
	CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL		CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	\$216.1	\$195.1	\$147.1	\$132.3	\$363.2	\$327.4	\$608.4	\$537.5	\$57.6	\$49.9	\$656.0	\$587.4
ALASKA												
ARIZONA	51.9	48.5	79.1	74.9	131.0	123.4	501.0	461.2	56.2	52.4	557.2	513.6
ARKANSAS	43.3	39.2	21.5	19.3	64.8	58.5	358.4	319.4	35.0	30.0	393.4	349.4
CALIFORNIA	579.0	504.0	403.6	359.3	982.6	863.3	2,736.0	2,385.5	1,063.0	908.1	3,799.0	3,293.6
COLORADO	153.8	121.3	23.0	21.0	156.8	142.3	427.4	380.9	59.6	52.0	487.0	432.9
CONNECTICUT	126.7	109.7	114.6	101.1	241.3	210.8	431.5	362.0	107.1	94.3	538.6	456.3
DELAWARE	62.3	55.9	30.4	27.2	92.7	83.1	90.4	80.2	3.7	2.5	94.1	82.7
FLORIDA	189.6	170.3	118.6	105.7	308.2	276.0	662.1	580.3	165.8	142.5	827.9	722.8
GEORGIA	217.5	182.7	70.3	63.2	287.8	245.9	607.3	537.3	88.2	78.3	695.5	615.6
HAWAII	64.9	57.2	70.6	62.4	135.5	119.6	142.1	103.9	57.4	51.0	199.5	154.9
IDAHU	42.8	39.5	7.4	6.8	50.2	46.3	228.3	208.5	33.0	29.0	261.3	237.5
ILLINOIS	487.6	438.5	92.6	82.0	580.2	520.5	1,785.8	1,541.6	327.6	282.9	2,113.4	1,824.5
INDIANA	111.5	100.4	32.5	29.4	144.0	129.8	837.9	750.1	166.1	149.4	1,004.0	899.5
IOWA	63.1	56.6	24.0	21.6	87.1	78.2	409.0	415.3	60.5	50.8	469.5	466.1
KANSAS	86.2	77.1	31.5	28.3	117.7	105.4	335.6	295.5	52.7	46.9	388.3	342.4
KENTUCKY	163.1	145.8	33.2	29.7	196.3	175.5	658.3	585.3	123.8	106.4	782.1	691.7
LOUISIANA	33.7	277.0	14.4	12.9	452.2	406.7	801.0	715.6	69.2	60.1	870.2	775.7
MAINE	30.7	28.5	17.2	15.3	50.9	43.8	221.5	195.0	13.7	11.9	235.2	206.9
MARYLAND	167.9	147.6	108.0	97.2	275.9	244.8	443.8	382.2	56.3	49.2	500.1	431.4
MASSACHUSETTS	165.9	145.9	116.1	104.6	282.0	250.5	604.0	528.5	161.6	142.2	765.6	670.7
MICHIGAN	384.7	345.5	177.5	158.8	562.2	504.3	1,080.0	919.5	335.7	288.6	1,415.7	1,208.2
MINNESOTA	190.0	176.7	104.2	93.7	300.2	270.4	643.4	576.8	162.7	145.3	806.1	722.1
MISSISSIPPI	55.3	49.7	52.6	47.1	107.9	96.8	471.1	418.8	21.4	18.1	492.5	436.9
MISSOURI	182.2	160.4	80.1	71.4	262.3	231.8	810.6	723.8	179.9	159.8	990.5	883.6
MONTANA	113.7	103.7	43.1	39.3	156.8	143.0	408.5	370.5	38.0	33.7	446.5	404.2
NEBRASKA	33.7	30.2	8.0	7.2	41.7	37.4	233.4	208.4	50.6	44.7	288.0	253.1
NEVADA	38.3	36.2	61.3	58.2	99.6	94.4	193.4	179.2	10.5	9.1	203.9	188.3
NEW HAMPSHIRE	45.3	38.8	5.8	5.2	51.1	44.0	190.6	165.6	18.7	15.2	209.3	182.8
NEW JERSEY	321.6	278.3	216.2	189.2	537.8	467.5	664.9	581.6	120.5	106.7	785.4	688.3
NEW MEXICO	54.4	50.6	27.2	25.1	81.6	75.7	421.4	388.1	46.8	41.9	468.2	430.0
NEW YORK	481.2	407.9	198.1	174.3	679.3	582.2	1,601.7	1,370.3	247.7	207.4	1,849.4	1,577.7
NORTH CAROLINA	118.2	106.0	49.0	44.1	167.2	150.1	378.5	331.2	45.8	40.0	424.3	371.2
NORTH DAKOTA	28.3	25.7	9.4	8.4	37.7	34.1	232.7	210.1	11.8	10.3	244.5	220.4
OHIO	455.8	393.9	132.5	119.3	588.3	513.2	1,551.9	1,302.6	599.5	530.7	2,151.4	1,893.3
OKLAHOMA	60.2	53.9	64.6	76.0	144.8	129.9	397.7	349.3	19.6	16.8	417.3	366.1
OREGON	193.4	178.3	83.8	77.2	277.2	255.5	554.0	489.3	71.6	64.5	625.6	553.8
PENNSYLVANIA	661.4	580.6	314.1	273.4	975.5	854.0	1,146.6	1,009.9	221.1	186.6	1,367.7	1,196.5
RHODE ISLAND	30.8	27.7	15.9	13.9	46.7	41.6	147.4	127.2	55.0	47.7	202.4	174.9
SOUTH CAROLINA	105.6	94.8	3.9	3.5	109.5	98.3	308.5	275.8	40.5	35.8	349.0	311.6
SOUTH DAKOTA	47.0	42.8	7.5	6.8	54.5	49.6	284.3	255.5	18.1	15.1	302.4	271.6
TENNESSEE	172.7	155.3	133.2	119.9	305.9	275.2	738.4	663.1	138.5	120.7	878.9	783.8
TEXAS	415.0	369.0	3.8	3.4	418.8	372.4	1,655.9	1,465.7	451.5	404.6	2,107.4	1,870.3
UTAH	194.5	139.4	62.2	58.9	212.7	198.3	366.5	341.5	58.3	52.1	424.8	394.0
VERMONT	42.9	38.6	9.4	8.5	52.3	47.1	285.6	254.6	25.0	20.9	310.6	275.5
VIRGINIA	310.3	280.7	109.9	99.3	420.2	380.0	973.9	867.8	153.8	135.9	1,127.7	1,003.7
WASHINGTON	168.0	152.3	180.5	163.7	348.5	316.0	746.4	649.5	77.5	67.1	823.9	716.6
WEST VIRGINIA	485.1	437.1	136.8	123.5	621.9	560.6	402.2	360.7	56.0	49.1	458.2	409.8
WISCONSIN	42.6	38.1	21.8	19.6	64.4	57.7	392.7	350.3	79.9	69.2	472.6	419.5
WYOMING	17.9	16.5	8.4	7.6	26.3	24.1	370.8	339.7	22.0	19.3	392.8	359.0
DIST. OF COL.	136.9	108.9	81.8	72.3	218.7	181.2	183.3	162.9	49.5	43.4	232.8	206.3
PUERTO RICO												
TOTAL	8,864.1	7,858.3	4,107.9	3,679.9	12,972.0	11,536.2	30,786.3	27,136.7	6,185.7	5,392.7	36,972.0	32,529.6

TABLE II

FEDERAL-AID PRIMARY AND SECONDARY HIGHWAY SYSTEMS
ACTIVE AND COMPLETED PROJECTS FINANCED WITH PRIMARY, SECONDARY AND URBAN FUNDS

AS OF DECEMBER 31, 1972

/MILLIONS OF DOLLARS/

TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE							
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	\$91.0	\$47.4	218.9	\$38.0	\$19.0	\$129.0	\$66.4	\$504.2	253.0	7,694.7	48.9	23.7	553.1	276.7
ALASKA	65.3	58.3	237.2	39.4	36.7	104.7	95.0	437.2	402.6	3,132.3	68.0	63.2	505.2	465.8
ARIZONA	25.5	17.1	58.5	1.5	1.2	27.0	18.3	295.9	202.9	2,093.4	4.5	3.0	300.4	205.9
ARKANSAS	65.8	34.0	325.8	19.2	9.7	85.0	43.7	382.7	189.7	5,524.7	21.7	10.5	404.4	200.2
CALIFORNIA	247.1	154.9	275.1	25.3	16.3	272.4	171.2	1,636.7	883.9	3,941.1	13.1	7.7	1,049.8	891.6
COLORADO	45.3	23.8	94.8	18.9	10.9	64.2	34.7	391.3	213.3	3,930.0	54.4	29.7	445.7	243.0
CONNECTICUT	60.4	30.5	18.3	20.0	9.3	80.4	40.4	242.1	118.9	271.3	30.6	15.0	278.7	133.9
DELAWARE	28.7	14.6	28.6	9.0	4.9	37.7	19.5	92.9	49.4	534.4	10.0	5.1	109.9	54.5
FLORIDA	95.3	49.1	149.2	20.2	10.7	115.5	59.8	609.4	285.4	3,710.4	7.4	3.0	615.8	289.2
GEORGIA	151.5	76.9	423.9	55.7	27.9	207.2	104.8	553.8	273.8	6,039.5	65.1	32.2	618.9	306.0
HAWAII	34.6	16.8	13.7	13.9	6.8	48.5	23.6	79.9	39.4	170.5	24.2	12.2	104.1	51.6
IDAHO	30.7	22.0	163.3	3.3	2.2	34.0	24.2	198.4	129.8	2,547.0	23.0	13.5	221.4	143.3
ILLINOIS	204.0	102.3	538.4	14.9	7.5	218.9	109.8	1,270.5	648.5	8,065.0	55.0	26.3	1,325.6	674.8
INDIANA	136.1	68.7	180.5	23.3	12.1	159.4	80.8	632.0	323.3	3,573.8	81.3	38.9	713.3	362.2
IOWA	100.3	52.1	957.6	5.5	3.3	105.8	55.4	549.8	282.0	12,553.8	17.1	8.0	560.9	290.6
KANSAS	67.3	33.8	451.9	7.6	3.8	74.9	37.6	565.6	279.8	14,268.4	40.7	20.3	606.3	300.1
KENTUCKY	77.9	38.1	93.8	33.5	17.2	111.4	55.3	388.2	194.6	2,465.0	77.8	38.3	466.0	232.9
LOUISIANA	83.7	41.5	142.4	30.4	18.1	120.1	59.6	430.1	210.3	2,925.3	21.3	10.4	451.4	220.7
MAINE	24.4	12.1	45.5	11.0	5.7	35.4	17.8	195.6	95.5	1,060.0	24.1	11.2	219.7	106.7
MARYLAND	67.9	32.8	82.0	35.5	18.1	103.4	50.9	291.5	141.9	1,509.3	6.3	3.2	297.6	145.1
MASSACHUSETTS	134.5	70.7	87.4	33.4	17.1	167.9	87.8	418.3	206.6	503.8	113.3	32.9	531.6	239.5
MICHIGAN	155.5	84.0	529.0	34.5	18.1	190.0	102.1	971.7	473.2	10,024.1	68.1	32.7	1,039.8	505.9
MINNESOTA	126.8	61.2	701.2	5.4	2.8	132.2	64.0	686.8	344.0	16,638.0	19.7	10.0	706.5	354.0
MISSISSIPPI	63.3	30.4	406.7	23.7	12.0	87.0	42.4	414.5	201.7	8,320.5	33.8	16.9	448.3	218.6
MISSOURI	93.0	46.3	200.6	90.0	47.0	183.0	93.3	670.5	340.0	10,216.8	114.9	54.4	785.4	394.9
MONTANA	33.2	21.8	189.5	16.6	10.5	49.8	32.3	343.7	208.0	4,983.2	35.4	19.7	379.1	227.7
NEBRASKA	52.0	26.4	532.1	6.2	2.7	58.2	29.1	295.7	125.7	8,786.8	37.9	18.8	481.6	244.5
NEVADA	6.7	6.2	23.5	11.2	10.1	17.9	16.3	149.7	130.1	1,953.3	15.4	12.8	165.1	142.9
NEW HAMPSHIRE	20.1	10.0	35.0	5.5	4.2	20.5	10.2	138.6	68.2	488.5	4.7	2.2	143.3	70.4
NEW JERSEY	146.6	68.6	43.6	106.2	50.7	252.8	119.3	377.8	182.4	560.6	40.6	23.3	424.4	205.7
NEW MEXICO	20.4	13.9	59.4	0.5	4.3	26.9	18.2	275.3	179.8	2,690.1	28.2	17.0	303.5	196.8
NEW YORK	385.8	191.6	95.5	21.5	10.7	407.3	202.3	1,933.9	900.3	3,634.9	32.4	15.7	1,966.3	916.0
NORTH CAROLINA	141.6	70.6	239.5	33.3	16.5	174.9	87.1	548.3	271.6	5,091.3	110.1	54.5	658.4	326.1
NORTH DAKOTA	28.6	14.4	810.3	3.7	2.0	32.3	16.4	307.1	156.6	15,893.6	17.6	9.2	326.7	167.8
OHIO	248.3	123.4	181.2	5.9	3.0	254.2	126.4	972.4	498.0	2,925.7	146.6	71.8	1,119.0	569.8
OKLAHOMA	99.0	50.2	330.0	13.7	6.7	112.7	56.9	545.5	270.0	6,826.7	14.6	7.0	560.1	277.0
OREGON	53.6	22.7	37.8	12.5	8.0	66.1	30.7	335.6	204.7	2,273.3	22.5	13.1	358.1	217.8
PENNSYLVANIA	474.3	229.5	248.0	43.3	21.5	517.6	251.0	972.0	477.5	2,168.9	103.4	44.9	1,075.4	522.4
RHODE ISLAND	28.8	14.4	17.5	21.2	10.8	50.0	25.2	54.7	54.7	258.1	31.0	14.9	141.8	69.6
SOUTH CAROLINA	95.4	49.9	675.8	9.9	4.4	96.3	50.3	328.9	163.2	7,868.5	25.2	12.8	354.1	176.0
SOUTH DAKOTA	38.7	21.2	346.6	1.5	0.8	40.2	22.0	333.7	182.1	10,764.7	5.3	2.9	339.0	185.0
TENNESSEE	76.0	38.3	316.2	41.1	20.5	117.1	58.8	505.5	255.0	8,038.8	55.6	26.2	505.1	281.2
TEXAS	317.4	165.9	804.3	1.0	0.5	318.4	160.4	1,738.4	892.2	21,040.4	6.2	3.4	1,744.6	895.6
UTAH	27.7	21.4	91.5	9.6	7.4	37.3	28.8	177.4	127.1	1,760.7	17.8	12.2	195.2	139.3
VERMONT	6.8	3.5	12.5	3.5	1.8	10.3	5.3	116.4	58.2	568.7	15.1	6.9	131.5	65.1
VIRGINIA	112.4	57.6	204.6	9.4	4.7	121.3	62.3	561.1	271.7	4,087.8	54.0	25.8	615.1	297.5
WASHINGTON	80.7	45.9	183.8	14.0	7.6	94.7	53.5	225.9	443.7	4,240.0	17.0	8.7	460.7	234.0
WEST VIRGINIA	64.5	30.8	39.9	27.6	14.5	92.1	45.3	227.0	114.0	1,133.9	41.9	20.9	268.9	134.9
WISCONSIN	91.9	46.8	383.7	34.6	17.3	126.5	64.1	607.6	302.5	7,227.2	60.2	30.0	667.8	332.5
WYOMING	9.1	6.8	42.9	4.4	3.3	13.5	10.1	215.9	145.3	2,736.2	10.8	7.3	226.7	152.0
DIST. OF CUL.	24.8	14.5	17.1	2.1	1.6	26.9	16.1	115.9	63.9	99.2	13.6	7.0	129.5	70.9
PUERTO RICO	56.6	28.0	27.8	3.5	1.7	60.1	29.7	171.9	78.0	339.7	30.6	12.5	202.5	90.5
TOTAL	5,017.0	2,613.6	12,474.2	1,074.4	578.9	6,091.4	3,192.5	25,920.4	13,491.9	260,752.3	2,050.1	1,025.3	27,970.5	14,517.2

TABLE III

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED DECEMBER 31, 1972	FISCAL YEAR 7-1-72 TO 12-31-72
Balance at beginning of period	\$4,483,836	\$4,489,531
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds)	1,067,509	2,224,295
Less motorboat fuel revenue <u>1/</u>	5,900	23,200
Net for highways	1,061,609	2,201,095
Trucks, buses, and trailers.	<u>2/</u> 108,959	<u>2/</u> 156,735
Tires, tubes, and tread rubber	213,332	380,155
Vehicle use.	9,097	90,244
Parts and accessories, trucks and buses.	28,238	58,267
Lubricating oil (net after refunds).	26,044	49,707
Total excise revenues.	1,447,279	2,936,203
Interest earned.	101,967	111,454
Total Income	1,549,246	3,047,657
Disbursements:		
For highways	1,355,151	2,851,328
National Highway Traffic Safety Adm.	15,354	23,283
Trust Fund share other highway programs.	-	-
Total Disbursements	1,370,505	2,874,611
Balance at end of period	\$4,662,577	\$4,662,577
Liability for unpaid obligations (12/31/72)	6,876,486	
Balance less liability for unpaid obligation	-2,213,909	

1/ Transferred to the Land and Water Conservation Fund pursuant to Title II, Sec. 202, Public Law 88-578, effective January 1, 1965.

2/ Three month revenues were \$112,347,692.77 less refunds of \$3,388,420.86, and fiscal year revenues were \$162,800,607.49 less refunds of \$6,065,401.02, on light trucks, trailers and local transit buses.

The Federal share of the Federal-aid highway program is wholly financed by highway users on a pay-as-you-build basis. The Highway Revenue Act of 1956 (as since amended) levied or increased certain Federal excise taxes on motor fuel and automotive products, and earmarked their revenue specifically to a Highway Trust Fund, which is the source of money for Federal highway aid to the States both for the Interstate and the primary-secondary-urban programs. The taxes earmarked to the Trust Fund and their rates (until October 1, 1977) are:

- Motor fuel: 4 cents per gallon.
- New trucks, and trailers (over 10,000 pounds gross weight), and new buses, other than transit:
 - 10 percent on the manufacturer's wholesale price.
- Highway vehicle tires and tubes: 10 cents per pound.
- Other tires, and tread rubber: 5 cents per pound.
- Heavy vehicle use: \$3 per 1,000 pounds annually on the total gross weight of vehicles rated at more than 26,000 pounds gross weight.
- Parts and accessories: 8 percent on the manufacturer's wholesale price of truck and bus parts and accessories.
- Lubricating oil: 6 cents per gallon, if used for highway purposes.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
March 14, 1973

FHWA 20-73
(202) 426-0677

The Federal Highway Administration's Bureau of Motor Carrier Safety has announced the publication of a special report entitled "Commercial Vehicle Front-Tire Failures."

The report deals with documented studies of front-tire loading on 576 heavy-duty commercial vehicles. It also evaluates the causes of 61 accidents involving front-tire failures occurring between January 1 and March 31, 1972, inclusively.

The report examines such factors as overloading versus underinflation, tubeless versus tube-type, tread pattern depth and tire miles to failure.

The report lists "tips for truckers" to help avoid dangerous front-tire failures:

--don't overload or underinflate your tires. Don't bleed air to provide a smoother ride.

--look closely at your front tires during pre-trip inspections and at all stops. Look for bumps or bulges on both the inside and outside sidewall and on the tread surface. These bumps may fortell an impending failure.

--be sensitive to any change in vehicle ride, steering or "feel." A sensitive driver may "feel" roughness developing in a tire and that "roughness" may be an advance signal of a potential blowout.

- more -

BMCS Director Dr. Robert A. Kaye said, "The Bureau has found tire failures to be the second leading cause of mechanical-defect related accidents. The results reported in this study should provide information which will be of assistance to drivers, carriers, and regulatory personnel in decreasing the frequency and severity of front-tire failure accidents."

A limited number of copies of the report are available from the Bureau of Motor Carrier Safety, Federal Highway Administration, Washington, D. C. 20590.

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DEPARTMENT OF TRANSPORTATION
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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
March 17, 1973

FHWA-17-73 (202-426-0677)

Secretary of Transportation Claude S. Brinegar today announced that nearly \$1.9 billion in Federal and State funds was obligated through December 31 for development highways and local access roads in the 13-State Appalachia Region. The Federal share was \$1,017 million.

As of the end of December, 1,555 miles of development highways and access roads were completed or under construction in the region, an increase of 26 miles since September 30. Engineering and right-of-way acquisition were underway on an additional 566 miles; design had been approved or hearings held on 66 miles, while locations had been approved and design underway on 347 miles.

The Appalachian Development Highway System was authorized by Congress in 1965 as part of the Appalachian Regional Development Act.

The Act and subsequent amendments authorize a total of \$2.090 billion for the construction of up to 2,700 miles of development highways and up to 1,600 miles of local access roads. Provided are yearly authorizations of \$175 million for each of the fiscal years of 1971 and 1972; \$180 million for each of the fiscal years of 1973 and 1974; \$185 million for each of the fiscal years 1975 through 1977; and \$180 million for fiscal year 1978. Participating States include Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia.

The highway program is being carried on by the Appalachian States through the Appalachian Regional Commission, in cooperation with the Federal Highway Administration. Consisting of Governors of the 13 States

(more)

and a Federal Cochairman appointed by the President, the Commission's primary purpose is to conduct a coordinated attack on the region's most severe economic problems, one of which has long been lack of transportation. The Appalachian Development Highway System has been designed to furnish improved access throughout Appalachia to open it up more fully to trade and commerce.

The traditional partnership arrangement between the Federal Highway Administration and the State highway departments, under which all Federal-aid highway programs are carried out, is also employed in the Appalachian highway program. The highways are designed in accordance with standards developed by the various States through the American Association of State Highway Officials, and approved by the Federal Highway Administration.

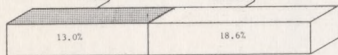
Attached are tables which provide breakdowns on the progress on both the Appalachian development highways and local access roads.

* * *

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

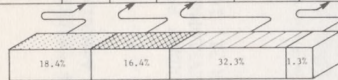
STATUS OF IMPROVEMENT AS OF DECEMBER 31, 1972

STATE	TOTAL DESIGNATED SYSTEM MILEAGE	ADEQUATE APPALACHIAN DESIGN STANDARD MILEAGE		TOTAL
		ADEQUATE SEGMENTS NO APPALACHIAN FUNDS EXPENDED	SEGMENTS IMPROVED WITH APPALACHIAN FUNDS	
GEORGIA	88.0	2.3	14.2	16.5
KENTUCKY	586.1	163.9	101.6	265.5
MARYLAND	84.6	3.0	-	3.0
NEW YORK	254.3	36.0	81.5	117.5
NORTH CAROLINA	197.6	0.8	51.6	52.4
OHIO	292.4	94.8	65.9	160.7
PENNSYLVANIA	508.0	39.0	75.4	114.4
TENNESSEE	336.6	10.5	34.5	45.0
VIRGINIA	200.9	24.9	87.2	112.1
WEST VIRGINIA	427.2	12.7	43.1	55.8
TOTAL	2,975.7	387.9	555.0	942.9



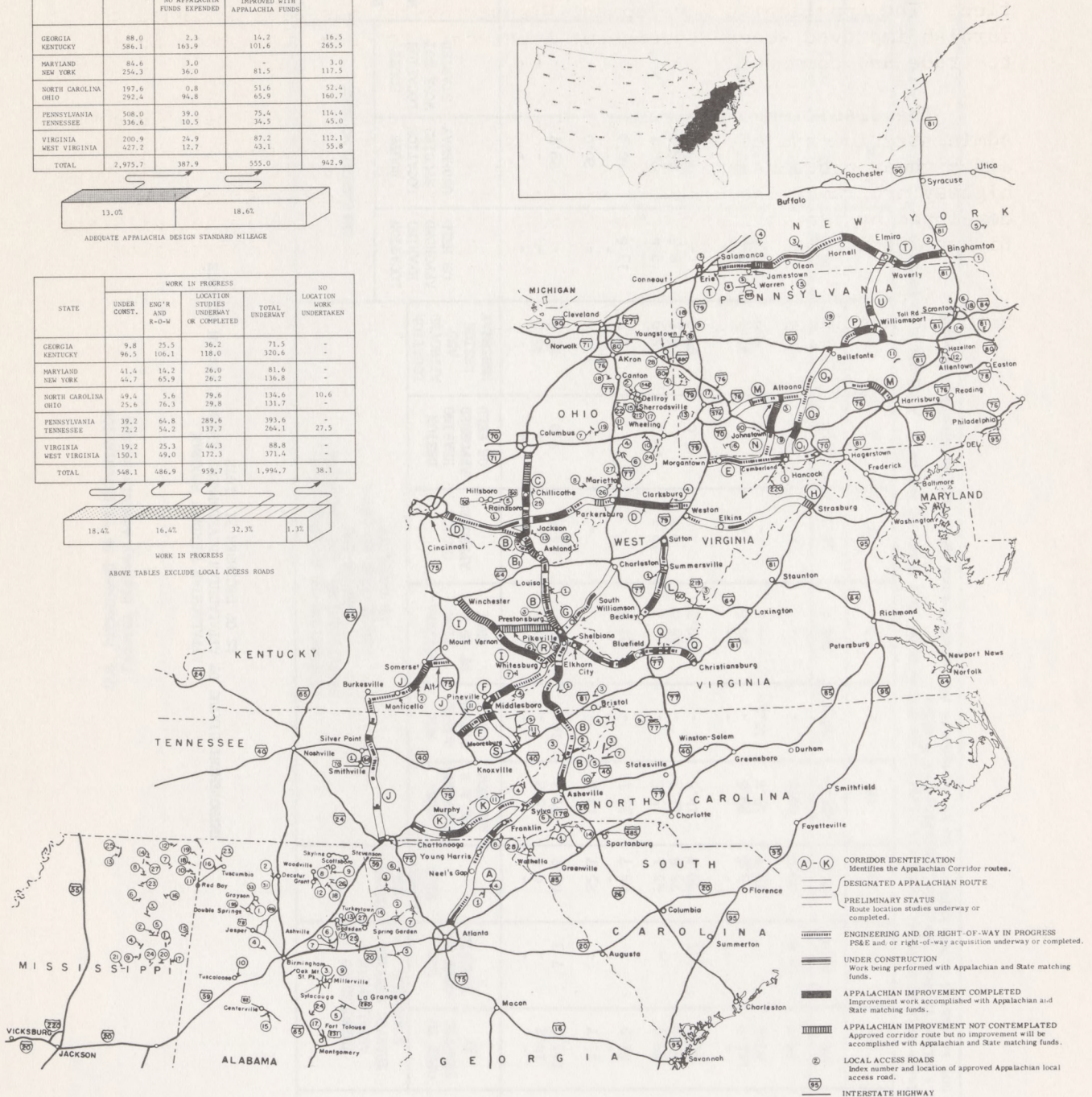
ADEQUATE APPALACHIAN DESIGN STANDARD MILEAGE

STATE	WORK IN PROGRESS				NO LOCATION WORK UNDERTAKEN
	UNDER CONST.	ENG'R AND R-O-W	LOCATION STUDIES UNDERWAY OR COMPLETED	TOTAL	
GEORGIA	9.8	25.5	36.2	71.5	-
KENTUCKY	96.5	106.1	118.0	320.6	-
MARYLAND	41.4	14.2	26.0	81.6	-
NEW YORK	44.7	65.9	26.2	136.8	-
NORTH CAROLINA	49.4	5.6	79.6	134.6	10.6
OHIO	25.6	76.3	29.8	131.7	-
PENNSYLVANIA	39.2	64.8	289.6	393.6	-
TENNESSEE	72.2	54.2	137.7	264.1	27.5
VIRGINIA	19.2	25.3	44.3	88.8	-
WEST VIRGINIA	150.1	49.0	172.3	371.4	-
TOTAL	548.1	686.9	959.7	1,994.7	38.1



WORK IN PROGRESS

ABOVE TABLES EXCLUDE LOCAL ACCESS ROADS



U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
AS OF DECEMBER 31, 1972

TABLE 1

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS		UNDER CON-STRUC-TION	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED						DESIGNATED MILEAGE			PARTICI-PATING MILEAGE 2/	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
	OPEN TO TRAFFIC 1/	NOT OPEN TO TRAFFIC		CON-CURRENT PS & E AND ROW	ROW ACQUI-SITION ONLY	PREPARA-TION OF PS & E ONLY	DESIGN APPROVED	DESIGN HEARING AFFORDED OR HELD	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED		
Alabama	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Georgia	14.2	-	9.8	5.2	-	20.3	-	-	36.2	-	-	-	85.7	88.0
Kentucky	123.6	7.3	67.2	87.3	10.6	8.2	4.5	7.0	76.8	-	29.7	-	422.2	586.1
Maryland	15.7	-	25.7	14.2	-	-	-	-	-	-	26.0	-	81.6	84.6
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New York	81.5	-	44.7	33.1	-	32.8	-	-	1.7	13.6	10.9	-	218.3	254.3
North Carolina	55.9	-	45.1	5.6	-	-	12.1	18.1	5.9	7.4	36.1	10.6	196.8	197.6
Ohio	65.9	-	25.6	11.3	-	65.0	0.5	-	6.3	0.3	22.7	-	197.6	292.4
Pennsylvania	72.3	3.1	39.2	14.5	-	50.3	-	8.0	98.2	-	183.4	-	469.0	508.0
South Carolina	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tennessee	101.7	-	5.0	29.6	-	24.6	-	-	27.6	7.9	102.2	27.5	326.1	336.6
Virginia	87.2	-	19.2	15.2	10.1	-	-	8.9	9.9	22.4	3.1	-	176.0	200.9
West Virginia	88.7	15.5	89.0	49.0	-	-	-	7.0	62.8	-	102.5	-	414.5	427.2
Total	706.7	25.9	370.5	265.0	20.7	201.2	17.1	49.0	325.4	51.6	516.6	38.1	2,587.8	2,975.7
Percent to Total Under Consideration	27	1	14	10	1	8	1	2	13	2	20	1	100	-

1/ Includes mileage with additional contracts required or underway on 29.3 miles in Kentucky, 15.7 miles in Maryland, 4.3 miles in North Carolina, 67.2 miles in Tennessee, and 61.1 miles in West Virginia, totaling 177.6 miles.

2/ From which not to exceed 2,700 miles is to be designated for construction under the Appalachian program.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE
AS OF DECEMBER 31, 1972

TABLE 2

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS AND OPEN TO TRAFFIC 1/	UNDER CON- STRUC- TION	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED				DESIGNATED MILEAGE			TOTAL MILEAGE
			CON- CURRENT PS & E AND ROW	PREPARA- TION OF PS & E ONLY	DESIGN APPROVED	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATTON HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION- WORK NOT STARTED	
Alabama	125.3	10.7	25.6	2.5	-	3.5	2.3	37.2	-	207.1
Georgia	5.0	6.7	-	-	-	-	-	7.0	-	18.7
Kentucky	2.1	3.1	0.1	-	-	1.5	-	-	-	6.8
Maryland	3.8	0.9	0.4	-	-	-	-	-	-	5.1
Mississippi	54.8	29.0	-	-	-	-	-	-	-	83.8
New York	1.9	-	-	4.0	-	-	-	0.4	-	6.3
North Carolina	8.8	-	0.5	6.2	-	-	-	3.5	-	19.0
Ohio	28.1	0.2	2.1	2.6	-	-	-	4.6	-	37.6
Pennsylvania	34.1	7.9	5.7	8.4	-	16.2	-	-	2.7	75.0
South Carolina	37.2	22.7	-	8.3	-	-	-	-	-	68.2
Tennessee	34.7	-	4.1	8.0	-	-	-	-	-	46.8
Virginia	13.6	3.5	-	-	-	-	-	-	-	17.1
West Virginia	17.6	0.5	0.7	-	-	-	-	2.5	-	21.3
Total	367.0	85.2	39.2	40.0	-	21.2	2.3	55.2	2.7	612.8
Percent to Total Under Consideration	60	14	6	7	-	4	-	9	-	100

1/ Includes mileage with additional contracts required or underway on 8.5 miles in Alabama, 5.3 miles in South Carolina, and 21.5 miles in Tennessee, totaling 35.3 miles.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN FUNDS OBLIGATED AS OF DECEMBER 31, 1972

TABLE 3

STATE	DEVELOPMENT HIGHWAY		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	-	-	\$22,398,723	\$14,633,305	\$22,398,723	\$14,633,305
Georgia	\$37,477,896	\$20,170,988	4,836,720	2,271,535	42,314,616	22,442,523
Kentucky	277,211,286	173,178,737	2,902,218	1,824,028	280,113,504	175,002,765
Maryland	99,061,952	51,659,927	1,976,057	1,122,400	101,038,009	52,782,327
Mississippi	-	-	9,937,311	6,218,131	9,937,311	6,218,131
New York	270,013,121	119,217,045	963,817	557,168	270,976,938	119,774,213
North Carolina	109,035,401	57,980,471	2,792,129	1,590,004	111,827,530	59,570,475
Ohio	96,846,860	53,579,171	5,751,810	2,221,042	102,598,670	55,800,213
Pennsylvania	232,249,966	117,599,066	12,121,206	5,861,532	244,371,172	123,460,598
South Carolina	-	-	13,013,084	9,089,136	13,013,084	9,089,136
Tennessee	106,868,557	66,458,139	6,929,528	4,850,668	113,798,085	71,308,807
Virginia	85,377,838	50,352,384	4,313,522	2,710,000	89,691,360	53,062,384
West Virginia	447,291,484	249,349,533	7,267,899	4,742,741	454,559,383	254,092,274
Total	1,761,434,361	959,545,461	95,204,024	57,691,690	1,856,638,385	1,017,237,151



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY A.M.
March 19, 1973

FHWA-19-73 (202-426-0677)

The Department of Transportation's Federal Highway Administration announced today that highway construction costs in the fourth quarter of 1972 increased 2.3 percent above the previous quarter, to 144.4 percent of the 1967 average. This follows a 5.5 percent increase for the previous quarter.

The composite price index for the fourth quarter is 8.2 percent above that for the fourth quarter of 1971.

Bituminous concrete led the advance in highway construction costs with a 10.6 percent rise. The composite surfacing index however, rose by only 0.8 percent, reflecting an 8.5 percent drop in portland cement concrete prices. Structural steel prices dropped by 0.4 percent after a 12.2 percent jump in the previous quarter.

Trends in highway construction costs are measured by an index of average contract prices compiled by the Administration from reports of Federal-aid highway construction contracts awarded by State highway departments.

- more -

The quarterly price index during the past 2 years and the percentage change from the preceding quarter in each case have been as follows:

	Price Index	Percentage Change
1st quarter, 1971	124.1	-4.7
2nd quarter, 1971	133.4	+7.5
3rd quarter, 1971	135.5	+1.6
4th quarter, 1971	133.5	-1.5
1st quarter, 1972	135.5	+1.5
2nd quarter, 1972	133.7	-1.3
3rd quarter, 1972	141.2	+5.5
4th quarter, 1972	144.4	+2.3

The price levels of the component items of the index in the fourth quarter of 1972, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1967=100		Percentage Change this quarter from --		
	Fourth quarter 1972	Third quarter 1972	Fourth quarter 1971	Third quarter 1972	Fourth quarter 1971
Excavation	140.0	135.0	124.0	+ 3.7	+12.8
Surfacing:					
Portland cement concrete	133.8	146.2	142.5	- 8.5	- 6.1
Bituminous concrete . . .	162.6	147.0	127.5	+10.6	+27.6
Composite surfacing . . .	147.7	146.6	135.2	+ 0.8	+ 9.3
Structures:					
Reinforcing steel	141.6	135.3	136.5	+ 4.6	+ 3.7
Structural steel	140.5	141.1	145.8	- 0.4	- 3.6
Structural concrete	151.9	147.8	144.2	+ 2.7	+ 5.3
Composite structures . . .	146.7	143.6	143.3	+ 2.1	+ 2.3
Composite price index	144.4	141.2	133.5	+ 2.3	+ 8.2

The U.S. average contract unit prices for the index items during the third and fourth quarters of 1972 are:

	Unit	3rd Qtr. 1972	4th Qtr. 1972
Excavation	Cu. Yd.	\$.73	\$.76
PCC surface	Sq. Yd.	6.47	5.93
Bit. conc. surf.	Ton	9.50	10.51
Str. reinf.	Lb.	.177	.185
Str. steel	Lb.	.348	.347
Str. concrete	Cu. Yd.	103.90	106.75



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
March 20, 1973

FHWA-18-73 (202-426-0677)

A total of 5,147 Federal-aid highway and bridge construction contracts was awarded by the State highway departments during 1972, involving a total cost of approximately \$4.8 billion, the U.S. Department of Transportation's Federal Highway Administration announced today.

These figures indicate increases of 10.6 percent in the number of contracts and 2.1 percent in the total dollar amount of contracts, as compared with 1971.

The contracts awarded in 1972 averaged about \$934,600 with the median size about \$233,800. They varied from less than \$25,000 to just over \$34 million, with a good distribution throughout the entire range.

Eighteen percent of the contracts awarded were for amounts less than \$50,000 and 31 percent were below \$100,000. Contracts for amounts less than \$500,000 comprised 68 percent of contracts awarded and 11 percent of the total dollar amount.

In the Federal-aid program the States select and design the projects to be built, award the contracts, and supervise the construction, subject to Federal Highway Administration review, approval, and control. The Federal share of the project costs is 90 percent on the Interstate System and 50 percent on the Federal-aid primary and secondary systems. The funds for the Federal-aid program come from user taxes levied on the highway users.

Summary by Size of Contract

Calendar Year 1972

All Federal-aid Highway Construction Contracts

Contract Size Group (Dollars)	Total Number of Contracts	Percentage of Total Contracts	Total Amount of Low Bids (Dollars)	Percentage of Total Value
\$0 - 49,000	918	17.83	23,870,400	0.50
50,000 - 99,999	652	12.67	49,106,000	1.02
100,000 - 249,999	1,125	21.86	185,521,500	3.86
250,000 - 499,999	810	15.74	290,951,600	6.05
500,000 - 999,999	600	11.66	427,221,500	8.88
1,000,000 - 2,999,999	635	12.33	1,121,143,800	23.31
3,000,000 - 4,999,999	197	3.83	762,746,100	15.85
5,000,000 and over	<u>210</u>	<u>4.08</u>	<u>1,949,798,100</u>	<u>40.53</u>
Total	5,147	100.00	4,810,359,000	100.00



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
March 27, 1973

FHWA-6-73 (202-426-0648)

The Federal Highway Administration (FHWA) today announced the publication of a new report entitled "Carpool and Buspool Matching Guide."

This report is a compilation of available nationwide information on the techniques and results of a number of programs designed to encourage the use of carpools and buspools in urban areas. In addition to providing information on the public relations and special incentive aspects of these various programs, the report discusses the use of computer matching techniques to aid in the formation of carpools. Buspooling involves the cooperative chartering of commuter buses by groups of 40 or more persons living in the same general areas.

The potential impact of such commuter transportation programs is illustrated in the report by specific case studies. For example, on the Shirley Highway, a major freeway in Northern Virginia leading into the District of Columbia, the commuting habits of automobile users are such that 52 percent of automobile commuters drive alone while only 10 percent are in automobiles with 4 or more persons.

However, FHWA employees working in the Washington, D. C. headquarters office of the Department of Transportation, where parking policy strongly encourages carpooling and where a computer matching service has been provided, have markedly different commuting habits. Only 17 percent of the FHWA commuters drive alone and 50 percent are in automobiles with 4 or more persons.

Another outstanding example occurred in Pasadena, California where the Burroughs Corporation and a local environmental organization established a carpool program to assist in the abatement of air pollution and traffic congestion. As a result of this effort, the parking demand of the Burrough's facility was reduced by 35 percent.

R. R. Bartelsmeyer, Acting Federal Highway Administrator depicted the research efforts represented in this report as "a part of this agency's continuing program for effectively promoting the efficient use of urban highway facilities."



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
March 28, 1973

FHWA--21-73 (202-426-0684)

The Federal Highway Administration's Bureau of Motor Carrier Safety today initiated action to consider extensive amendments of its regulations dealing with safety inspection and maintenance of interstate trucks and buses.

Dr. Robert A. Kaye, BMCS Director, said results of roadside safety inspections of commercial vehicles by the Bureau, coupled with a growing number of complaints from truck and bus drivers, point to an apparent decline in the effectiveness of motor carrier inspection and maintenance practices.

Accordingly, the Bureau is issuing an Advance Notice of Proposed Rulemaking to obtain comments on possible amendments to Part 396 of the Motor Carrier Safety Regulations, which deals with inspection and maintenance.

Specifically, the Bureau is inviting comments on the following questions:

- (1) Should written pre-trip and post-trip inspection reports be required? If so, who should perform the inspection?
- (2) Should carriers be required to locate on each vehicle a summary of maintenance and inspection records pertaining to that vehicle, including a record of pre- and post-trip inspections and a summary of general repair and maintenance services performed?
- (3) Should the regulations require carriers to have a general maintenance and inspection program based on length of time or miles traveled?
- (4) Should the regulations prescribe specific maintenance and inspection forms for periodic vehicle inspections? If so, what should be the content of those forms?
- (5) What, if any, maintenance requirements should be specified for non-owned vehicles, *i.e.*, vehicles used under trip leases, leases for less than 30 days, and permanent leases?
- (6) Should the regulations require that, when a motor carrier acquires a used motor vehicle, he must also acquire all maintenance and inspection records pertaining to that vehicle? If so, should the regulations require motor carriers who sell used vehicles to transfer maintenance and inspection records to the buyers?

(more)

(7) What procedures should be used to resolve driver-mechanic disputes concerning whether specific conditions constitute a safety defect.

(8) What safeguards or sanctions should be employed against a driver or motor carrier for willful destruction, alteration, or obliteration of data on required inspection and maintenance records?

One suggestion being considered, Dr. Kaye said, was presented by the Professional Drivers Safety and Health Organization (PROD), which proposed an amendment to regulations dealing with the drivers' daily vehicle condition reports. Under the group's proposal, vehicle condition reports for the preceding three weeks or a complete vehicle maintenance log, or both, would be required to remain on each vehicle at all times during operation in interstate or foreign commerce. The maintenance log would contain a description of any mechanical repairs, maintenance work, date of performance, and name of the mechanic who performed the work or made the repairs on the vehicle.

Dr. Kaye said interested persons may submit comments on the questions presented and other ideas which may form the basis for rulemaking in this area.

All comments should refer to docket number MC-48 and notice number 73-12 and should be submitted in three copies to the Director, Bureau of Motor Carrier Safety, Washington, D. C. 20590. All comments received before the close of business on August 1, 1973, will be considered before further action is taken.

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DEPARTMENT OF TRANSPORTATION
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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
March 29, 1973

FHWA 22-73
(202) 426-0677

The Federal Highway Administration's Bureau of Motor Carrier Safety announced today that a revised issue of the Federal Motor Carrier Safety Regulations including amendments through October 1, 1972, is now available.

The purpose of the new publication is to provide motor carriers operating in interstate or foreign commerce the applicable motor carrier safety regulations in one publication. The revised edition includes the following parts:

- qualification of drivers
- driving of motor vehicles
- parts and accessories necessary for safe operation
- recording and reporting of accidents
- hours of service of drivers
- inspection and maintenance
- transportation of hazardous materials; driving and parking rules

BMCS Director Robert A. Kaye said, "Under the Bureau's new policy, the motor carrier safety regulations will be published annually including amendments as of October 1, of each year. This will coincide with the publication date of the Code of Federal Regulations for Title 49 CFR 200 to 999."

The amended publication retains the previous looseleaf format, of three-holed punched paper capable of placement in a

9 x 6 three-ring binder, permitting insertion of additional pages as future amendments to the regulations are issued. Future regulations will continue to be published in this manner making maintenance of the regulations easier than in the past.

The revised edition of the Motor Carrier Safety Regulations, Parts 390 to 397 inclusive, may be obtained from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402. Cost of the publication is .95 cents postpaid or .70 cents purchased at any GPO Bookstore. (Stock Number - 5004-00009)

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
April 19, 1973

FHWA 24-73
(202) 426-0677

The Federal Highway Administration's Bureau of Motor Carrier Safety today authorized extended road tests of imported heavy duty truck-tractors equipped with air mechanical braking systems.

Existing Federal Motor Carrier Safety Regulations require an automatic means of applying air mechanical brakes when the power unit air supply reaches a specified low pressure level. The road experiments were authorized to test combination vehicles without the automatic braking feature in interstate commerce.

The year-long tests will make use of imported "DAF" truck-tractors leased to four motor carriers operating under the Bureau of Motor Carrier Safety's jurisdiction.

BMCS Director Dr. Robert A. Kaye said the Bureau is requiring assurances that practical safety precautions will be taken by all parties involved in the tests. He added that the information obtained "will be of immense value in determining future regulations for truck-tractor brake systems."

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
May 15, 1973

FHWA 25-73
(202) 426-0677

The Federal Highway Administration's Bureau of Motor Carrier Safety has announced the publication of a "Guide for Preparing Property Carrier Accident Reports MCS 50-T."

Beginning January 1, 1973, motor carriers of property engaged in interstate or foreign commerce were required to file the Bureau's new revised accident report form MCS 50-T. The form revision was initiated for easier storage of information reported on the forms in automatic data processing equipment, eliminating the need for manual scanning and coding of the contents of the reports. The Bureau hopes that the issuance of this "Guide" will aid carriers in completing their accident reports.

These reports are vitally important to the achievement of the highway and vehicle safety mission Congress has entrusted to the Department of Transportation. Without adequate and accurate compilation of accident information relative to commercial motor carriers' operations, and the cause and effect of such accidents, it would be difficult in reaching practical and effective decisions on new regulatory actions, revisions of existing regulations, and the proper allocation of Federal resources to areas that promise the best results in the prevention of accidents and lessening their consequences.

BMCS Director Robert A. Kaye stated that, "The data gathered by the Bureau from the accident reports filed under the rules, in Part 394 of the Motor Carrier Safety Regulations, is our prime source of usable information. This 'Guide' is a necessary aid to improving the quality of our efforts in gathering commercial vehicle accident information."

Copies of the "Guide" may be obtained from the Bureau of Motor Carrier Safety field offices.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
May 16, 1973

FHWA-26-73
(202) 426-0648

The Department of Transportation's Federal Highway Administration announced today that highway construction costs in the first quarter of 1973 decreased 4.6 percent below the previous quarter, to 137.8 percent of the 1967 average. This follows a 2.3 percent increase for the previous quarter.

The composite price index for the first quarter is 1.7 percent above that for the first quarter of 1972.

Structural steel led the drop in highway construction costs with a 15.0 percent decrease. Excavation fell 10.9 percent and bituminous concrete surfacing was down 6.3 percent. The composite surfacing index however, rose by 1.7 percent, reflecting a 10.9 percent rise in portland cement concrete pavement prices.

Trends in highway construction costs are measured by an index of average contract prices compiled by the Administration from reports of Federal-aid highway construction contracts awarded by State highway departments.

- more -

The quarterly price index during the past 2 years and the percentage change from the preceding quarter in each case have been as follows:

	Price Index	Percentage Change
2nd quarter, 1971	133.4	+7.5
3rd quarter, 1971	135.5	+1.6
4th quarter, 1971	133.5	=1.5
1st quarter, 1972	135.5	+1.5
2nd quarter, 1972	133.7	=1.3
3rd quarter, 1972	141.2	+5.5
4th quarter, 1972	144.4	+2.3
1st quarter, 1973	137.8	-4.6

The price levels of the component items of the index in the first quarter of 1973, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1967=100		Percentage Change this quarter from --		
	First quarter 1973	Fourth quarter 1972	First quarter 1972	Fourth quarter 1972	First quarter
					1972
Excavation	124.7	140.0	132.4	-10.9	- 5.8
Surfacing:					
Portland cement concrete	148.4	133.8	137.2	+10.9	+ 8.2
Bituminous concrete . . .	152.3	162.6	132.0	= 6.3	+15.4
Composite surfacing . . .	150.3	147.7	134.7	+ 1.7	+11.6
Structures:					
Reinforcing steel	138.7	141.6	141.3	- 2.0	- 1.8
Structural steel	119.4	140.5	145.0	-15.0	-17.7
Structural concrete	155.6	151.9	136.8	+ 2.4	+13.7
Composite structures . . .	141.9	146.7	140.0	= 3.3	+ 1.4
Composite price index	137.8	144.4	135.5	- 4.6	+ 1.7

The U.S. average contract unit prices for the index items during the fourth quarter of 1972 and the first quarter of 1973 are:

	Unit	4th Qtr. 1972	1st Qtr. 1973
Excavation	Cu. Yd.	\$.76	\$.67
PCC surface	Sq. Yd.	5.93	6.57
Bit. conc. surf.	Ton	10.51	9.85
Str. reinf.	Lb.	.185	.181
Str. steel	Lb.	.347	.295
Str. concrete	Cu. Yd.	106.75	109.34



DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

TAD-493
NEWS

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
May 16, 1973

FHWA 27-73
(202) 426-0677

The Department of Transportation's Federal Highway Administration today issued a summary report for 1971, which analyzes highway accidents of commercially operated vehicles in which fire was involved.

The report, compiled by FHWA's Bureau of Motor Carrier Safety, discloses that in the 12-month period there were 711 incidents reported by property carriers involving fire. This was 1.29 percent of the 55,158 accident reports submitted by this class of carriers during the year. However, this small percentage resulted in 140 fatalities, 311 injuries, and property damage totaling almost \$9 million. The reporting requirement includes all vehicles involved in fires, not only those caused by collision.

Passenger carriers reported 21 incidents involving fire in the same period, which was 0.81 percent of the 2,588 reports submitted by such carriers during the year. The 21 occurrences resulted in 2 fatalities, 45 injuries, and property damage of nearly \$400,000.

Copies of the report, entitled "1971 Analysis of Accident Reports Involving Fire," may be obtained from the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
May 21, 1973

FHWA 29-73
(202) 426-0677

The Federal Highway Administration's Bureau of Motor Carrier Safety has released a report entitled, "Summary of Accident Investigations -- 1971."

The report contains a statistical review of 291 accidents investigated in-depth by the Bureau's field staff during 1971, along with a short narrative relating to each accident occurrence. Included are extensive data and numerous comparisons with respect to accident conditions, equipment, hazardous cargoes, personnel and environmental factors. These accidents resulted in 396 fatalities, 957 injuries, and \$9,497,185 property damage.

Commenting on the report, BMCS Director Robert A. Kaye explained: "The Bureau of Motor Carrier Safety, through its various programs of notifications, reporting and investigations, is continually evaluating the accident experience of commercial motor vehicles to determine specific problem areas, accidents of a recurring nature, and the need for strengthened or additional safety regulations to promote highway safety. In-depth field investigations are conducted of those accidents involving (1) casualties of unusual severity (2) culpability by the motor carrier's vehicle, cargo or personnel, (3) some facet of particular interest to the Bureau, and (4) a substantial public interest."

Single copies of the report may be obtained from the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 400 Seventh Street, S. W., Washington, D. C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
May 23, 1973

FHWA 30-73
(202) 426-0677

The Federal Highway Administration's Bureau of Motor Carrier Safety has announced the closing of its docket No. MC-34, relating to Plastic Fuel Tanks.

BMCS Director Robert A. Kaye, having reviewed the comments to an Advance Notice of Proposed Rule Making issued on August 31, 1971, has concluded that there is no immediate need to establish specific regulations for plastic fuel tanks other than the existing rules which apply to all fuel tanks used in commercial motor vehicles.

There are few, if any, plastic fuel tanks installed in heavy-duty motor vehicles operated in interstate or foreign commerce. The Bureau is not aware of any critical safety problems that have arisen due to the use of tanks made of plastic, rather than metal. However, if it appears that there is a future safety need for regulations relating specifically to plastic fuel tanks, the Bureau will immediately issue a Notice of Proposed Rule Making.

Director Kaye stated, "the closing of this docket does not preclude this Bureau from identifying a similar problem area in the future and taking appropriate rule-making action regarding use of plastic fuel tanks in commercial vehicles."

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, June 1, 1973

FHWA-32-73 (202-426-0677)

Secretary of Transportation Claude S. Brinegar today swore in Norbert T. Tiemann, former Governor of Nebraska, as Federal Highway Administrator.

As head of the Department of Transportation's Federal Highway Administration, Mr. Tiemann will direct the program of Federal aid to the States for highway planning and construction.

Mr. Tiemann succeeds Francis C. Turner who retired June 30, 1972. Ralph R. Bartelsmeyer, who has served as Acting Administrator since that date, will continue as Deputy Administrator.

Mr. Tiemann, 48, was Governor of Nebraska from 1967 to 1971. For the past two years he was associated with First Mid America, Inc., of Lincoln, Nebraska, as Vice President - Corporate Finance. Also during that time he served as President of the Coalition for Rural Development.

Mr. Tiemann was nominated to be Federal Highway Administrator by President Nixon on April 13 and confirmed by the Senate on May 16.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
June 4, 1973

FHWA 33-73
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann said today the Federal Highway Administration expects to reach its goal of obligating \$4.4 billion for highway construction by the State highway departments in the fiscal year ending this June 30.

The \$4.4 billion goal is the program level established by President Nixon in his 1973 budget.

Mr. Tiemann said the States had obligated \$3,982 million as of May 15. In addition, the States were prepared to obligate another \$229 million within the limitations placed upon each State.

In order to obligate the remaining \$189 million, Mr. Tiemann said, FHWA's nine Regional Administrators are being authorized to approve new projects that would exceed the original limitations in those States that are prepared to advance such projects. These approvals will be made on a project-by-project basis.

Federal funds are matched by the States on a 50-50 basis for Primary, Secondary and Urban Highway System projects, and on a 90 percent Federal-10 percent State basis on Interstate Highway System projects.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.

June 6, 1973

FHWA-31-73 (202-426-0648)

Secretary of Transportation Claude S. Brinegar today announced that over \$1.9 billion in Federal and State funds was obligated through March 31 for development highways and local access roads in the 13-State Appalachia Region. The Federal share was \$1,046 million.

As of the end of March, 1,567 miles of development highways and access roads were completed or under construction in the region, an increase of 12 miles since December 31. Engineering and right-of-way acquisition were underway on an additional 604 miles; design had been approved or hearings held on 88 miles, while locations had been approved and design underway on 285 miles.

The Appalachian Development Highway System was authorized by Congress in 1965 as part of the Appalachian Regional Development Act.

The Act and subsequent amendments authorize a total of \$2.090 billion for the construction of up to 2,700 miles of development highways and up to 1,600 miles of local access roads. Provided are yearly authorizations of \$175 million for each of the fiscal years of 1971 and 1972; \$180 million for each of the fiscal years of 1973 and 1974; \$185 million for each of the fiscal years 1975 through 1977; and \$180 million for fiscal year 1978. Participating States include Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia.

The highway program is being carried on by the Appalachian States through the Appalachian Regional Commission, in cooperation with the Federal Highway Administration. Consisting of Governors of the 13 States

(more)

and a Federal Cochairman appointed by the President, the Commission's primary purpose is to conduct a coordinated attack on the region's most severe economic problems, one of which has long been lack of transportation. The Appalachian Development Highway System has been designed to furnish improved access throughout Appalachia to open it up more fully to trade and commerce.

The traditional partnership arrangement between the Federal Highway Administration and the State highway departments, under which all Federal-aid highway programs are carried out, is also employed in the Appalachian highway program. The highways are designed in accordance with standards developed by the various States through the American Association of State Highway Officials, and approved by the Federal Highway Administration.

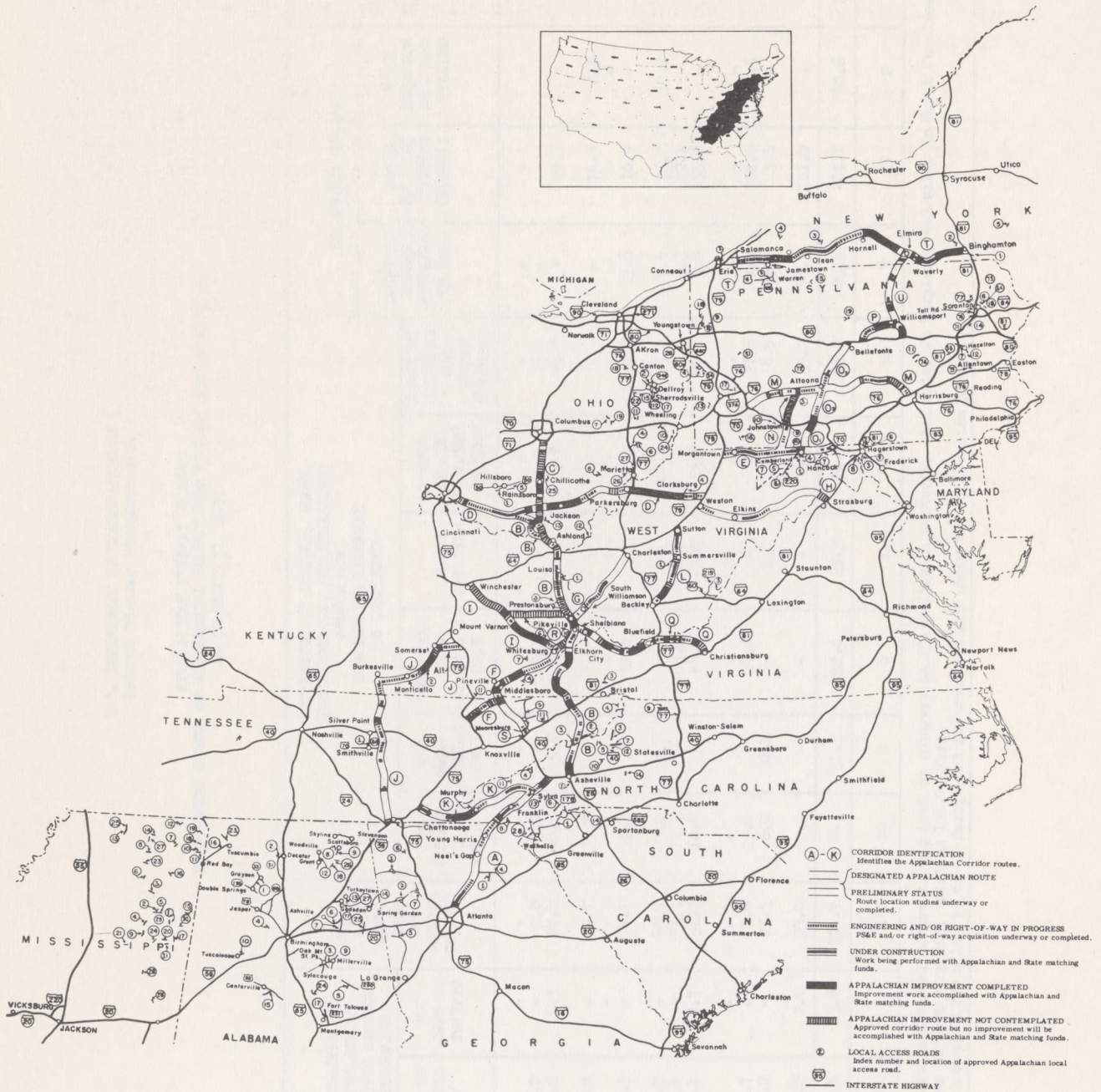
Attached are tables which provide breakdowns on the progress on both the Appalachian development highways and local access roads.

Not reflected in this report are the effects of a recent action by the Appalachian Regional Commission authorizing development highway corridors located primarily in the States of Alabama, Mississippi, and South Carolina. Information covering progress on these corridors will be shown in subsequent reports.

* * *

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF MARCH 31, 1973



U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
AS OF MARCH 31, 1973

TABLE 1

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS		UNDER CON-STRUC-TION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED						DESIGNATED MILEAGE			PARTICI-PATING MILEAGE ^{2/}	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
	OPEN TO TRAFFIC ^{1/}	NOT OPEN TO TRAFFIC		CON-CURRENT PS & E AND ROW	ROW ACQUI-SITION ONLY	PREPARA-TION OF PS & E ONLY	DESIGN APPROVED	DESIGN HEARING AFFORDED OR HELD	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED		
Alabama	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Georgia	14.2	-	9.8	5.2	-	20.3	-	-	36.2	-	-	-	85.7	88.0
Kentucky	123.6	7.3	67.2	90.5	15.5	5.0	-	7.0	76.8	-	29.7	-	422.6	586.5
Maryland	15.2	-	25.7	13.7	-	-	-	-	-	-	24.5	2.5	81.6	84.6
Mississippi	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New York	81.5	-	44.7	33.1	-	32.8	-	-	1.7	13.6	10.9	-	218.3	254.3
North Carolina	55.9	-	49.9	7.2	5.7	-	-	18.2	5.9	7.4	36.0	10.6	196.8	197.6
Ohio	70.4	-	21.1	11.3	-	65.0	0.5	-	6.3	0.3	22.7	-	197.6	292.4
Pennsylvania	74.1	3.7	51.0	18.6	-	44.9	23.8	13.7	66.8	3.8	155.0	-	455.4	508.0
South Carolina	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tennessee	101.7	-	5.0	29.6	-	24.6	-	-	27.6	7.9	102.2	27.5	326.1	336.6
Virginia	87.2	-	27.5	6.9	10.1	-	1.0	8.9	8.9	22.4	3.1	-	176.0	200.9
West Virginia	97.6	2.8	93.0	50.2	-	-	-	6.9	35.1	28.5	101.0	-	415.1	428.0
Total	721.4	13.8	394.9	266.3	31.3	192.6	25.3	54.7	265.3	83.9	485.1	40.6	2,575.2	2,976.9
Percent to Total Under Consideration	28	1	15	10	1	8	1	2	10	3	19	2	100	-

^{1/} Includes mileage with additional contracts required or underway on 29.3 miles in Kentucky, 15.2 miles in Maryland, 4.3 miles in North Carolina, 67.2 miles in Tennessee, and 10.0 miles in West Virginia, totaling 126.0 miles.

^{2/} From which not to exceed 2,700 miles is to be designated for construction under the Appalachian program.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE
AS OF MARCH 31, 1973

TABLE 2

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS AND OPEN TO TRAFFIC 1/	UNDER CON- STRUC- TION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED				DESIGNATED MILEAGE			TOTAL MILEAGE
			CON- CURRENT PS & E AND ROW	PREPARA- TION OF PS & E ONLY	DESIGN APPROVED	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED	
Alabama	125.3	17.9	18.4	2.5	-	3.5	7.6	31.9	-	207.1
Georgia	5.0	6.7	-	-	-	-	-	7.0	-	18.7
Kentucky	2.1	3.2	-	-	-	1.5	-	-	-	6.8
Maryland	3.8	0.9	1.1	-	-	-	-	-	-	5.8
Mississippi	61.1	-	35.8	-	-	-	-	-	-	96.9
New York	1.9	-	-	4.0	-	-	-	0.4	-	6.3
North Carolina	8.7	0.5	1.1	5.6	-	-	-	4.0	1.4	21.3
Ohio	28.1	0.2	2.1	2.6	-	-	-	4.6	-	37.6
Pennsylvania	35.3	6.6	10.8	2/ 7.8	7.6	15.0	-	-	2.7	85.8
South Carolina	37.2	22.7	-	8.3	-	-	-	-	-	68.2
Tennessee	34.7	-	4.1	8.0	-	-	-	-	-	46.8
Virginia	13.6	3.5	-	-	-	-	-	-	-	17.1
West Virginia	17.6	0.7	1.2	-	-	-	-	0.5	-	20.0
Total	374.4	62.9	74.6	38.8	7.6	20.0	7.6	48.4	4.1	638.4
Percent to Total Under Consideration	59	10	12	6	1	3	1	7	1	100

1/ Includes mileage with additional contracts required or underway on 8.5 miles in Alabama, 5.3 miles in South Carolina, and 21.5 miles in Tennessee, totaling 35.3 miles.

2/ Includes 5.1 miles in ROW acquisition only.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN FUNDS OBLIGATED AS OF MARCH 31, 1973

TABLE 3

STATE	DEVELOPMENT HIGHWAY		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	-	-	\$31,186,238	\$18,890,486	\$31,186,238	\$18,890,486
Georgia	\$37,477,896	\$20,170,988	4,740,122	2,271,535	42,218,018	22,442,523
Kentucky	281,223,079	175,503,193	3,330,237	2,123,641	284,553,316	177,626,834
Maryland	100,131,170	52,398,004	1,886,796	1,058,761	102,017,966	53,456,765
Mississippi	-	-	11,712,061	7,041,576	11,712,061	7,041,576
New York	281,335,798	125,550,128	963,817	557,167	282,299,615	126,107,295
North Carolina	109,019,212	57,946,167	2,789,625	1,593,228	111,808,837	59,539,395
Ohio	97,469,094	53,896,734	5,753,546	2,222,257	103,222,640	56,118,991
Pennsylvania	241,979,894	122,562,796	12,182,186	5,893,033	254,162,080	128,455,829
South Carolina	-	-	13,157,710	9,190,375	13,157,710	9,190,375
Tennessee	106,804,180	66,438,088	6,929,528	4,850,668	113,733,708	71,288,756
Virginia	85,377,838	50,352,384	4,313,522	2,710,000	89,691,360	53,062,384
West Virginia	463,124,123	257,712,794	7,643,899	5,005,941	470,768,022	262,718,735
Total	1,803,942,284	982,531,276	106,589,287	63,408,668	1,910,531,571	1,045,939,944



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
June 8, 1973

FHWA-28-73 (202-426-0677)
QUARTERLY REPORT ON THE FEDERAL-AID
HIGHWAY PROGRAM, MARCH 31, 1973

Secretary of Transportation Claude S. Brinegar said today that work has either been completed or is underway on 98 percent--or 41,818 miles--of the 42,500-mile Interstate System.

He said only 682 miles, or 2 percent, have not yet advanced to the point where location public hearings have been held.

Information compiled by the Department of Transportation's Federal Highway Administration as of March 31, 1973, showed that 34,493 miles--or 81 percent--of the Interstate System are now in use, with construction underway on another 3,383 miles.

"This represents an addition of 1,121 miles completed in the 12-month period since March 31, 1972," Secretary Brinegar said. "It reflects the steady progress being made in constructing this, the safest and best engineered highway network in the world."

As currently designated, the System consists of 34,269 miles of rural and 8,231 miles of urban highways. As of this report, 27,812 miles or 81.2 percent of the rural mileage, and 6,681 miles or 81.2 percent of the urban mileage were open to traffic.

The total mileage in use by passenger and commercial vehicles rose from 33,372 a year ago and 34,393 as of December 31, 1972, the date of the last survey, to 34,493 as of March 31.

In addition to the sections open to traffic, 3,383 miles were under construction as of March 31, engineering or right-of-way acquisition prior to construction was in progress on another 3,441 miles; and route location approval was pending on 501 additional miles for which public hearings had been held.

(more)

The status of the Interstate System as of March 31, 1973, is shown on the accompanying map, and in detail in table I. In summary, the status follows: 1/

	<u>Urban</u>		<u>Rural</u>		<u>Total</u>	
	<u>Miles</u>	<u>Percent</u>	<u>Miles</u>	<u>Percent</u>	<u>Miles</u>	<u>Percent</u>
1. Improved and open to traffic <u>2/</u>	6,681	81	27,812	81	34,493	81
2. Under construction	582	7	2,801	8	3,383	8
3. Location approved-construction not started	702	9	2,739	8	3,441	8
4. Public hearing held-approval pending	102	1	399	1	501	1
5. No location action taken	164	2	518	2	682	2
	<u>8,231</u>	<u>100</u>	<u>34,269</u>	<u>100</u>	<u>42,500</u>	<u>100</u>

1/ Items 3, 4 and 5 correspond to first two columns in the table on opposite page, "Preliminary Status or Not Yet in Progress," and "Engineering or Right-of-way."

2/ Includes 2,269 miles of toll roads.

Some \$50.52 billion has been put to work on the Federal-aid Interstate program since the accelerated program began in 1956. Work completed since July 1, 1956, has cost \$37.84 billion, of which \$31.59 billion was for construction and \$6.25 billion for engineering and right-of-way acquisition. As of March 31, 1973, work estimated to cost \$12.68 billion was underway or authorized, including \$8.54 billion of construction; and \$4.14 billion of engineering and right-of-way acquisition. Interstate financing data, by States, are reported in table II.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extensions, and the new urban system, for which \$1.425 billion was apportioned for fiscal year 1973, has also shown considerable accomplishment, with \$34.53 billion worth of work involving 274,597 miles of construction contracts completed or underway.

Construction contracts involving 262,382 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$26.37 billion; and contracts involving 12,215 miles at a cost of \$4.98 billion were underway on March 31. In addition, \$2.08 billion of engineering and right-of-way acquisition work had been completed and \$1.10 billion worth of such work was underway. The primary-secondary-urban program is financed by the Federal Government and the States on an equal-share basis. Data are reported by States in table III.

The Highway Trust Fund, source of Federal funds for the Federal-aid Interstate and other highway programs, received \$1.366 billion of tax revenue income during the three months ended March 31, about 72 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$812 million. Disbursements for other highway related programs were \$26 million. The status of the Trust Fund is shown in table IV.



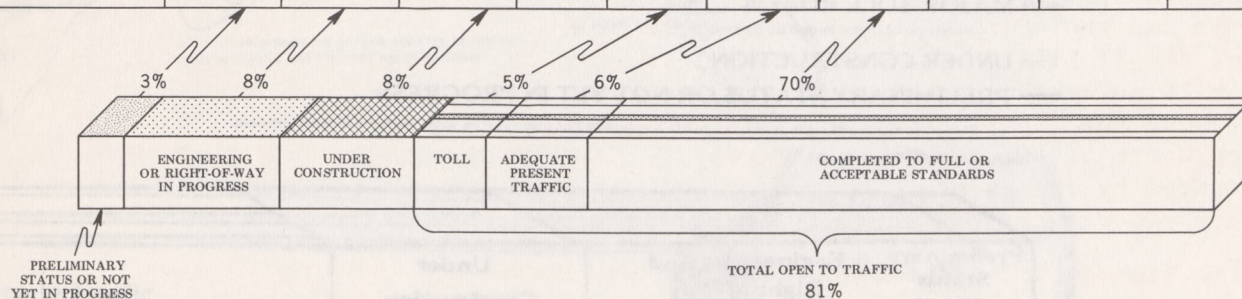
THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF MARCH 31, 1973



TABLE 1

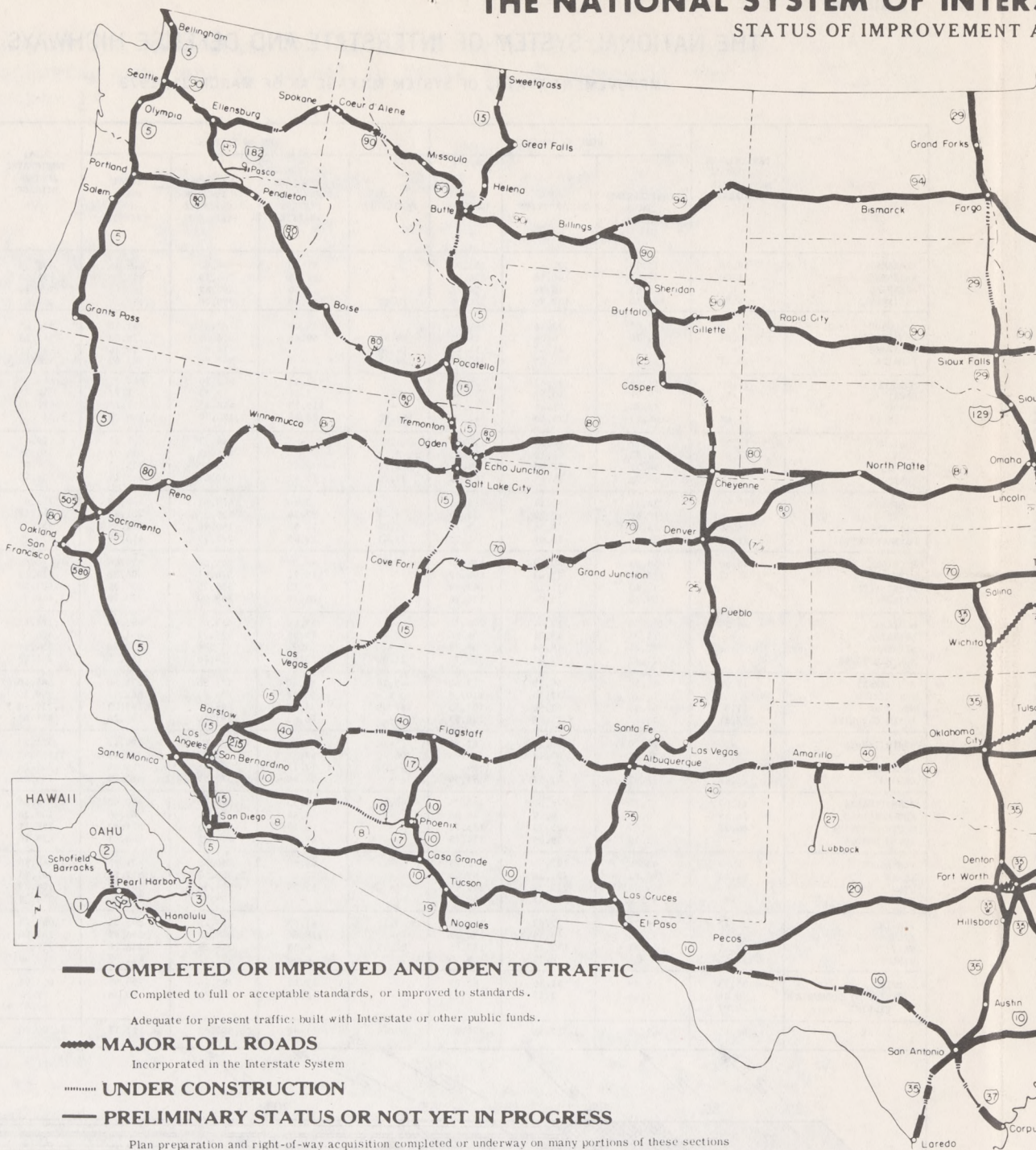
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF- WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	18.70	113.10	120.60	233.70	-	51.10	594.90	646.00	898.40	ALABAMA
ARIZONA	1.00	97.87	140.70	238.57	-	168.43	764.59	933.02	1,172.59	ARIZONA
ARKANSAS	-	5.83	18.39	24.22	-	4.30	497.82	502.12	526.34	ARKANSAS
CALIFORNIA	4.70	167.10	132.90	300.00	10.20	183.90	1,789.00	1,983.10	2,287.80 2/	CALIFORNIA
COLORADO	54.12	107.67	33.16	140.83	-	49.09	732.41	781.50	976.45	COLORADO
CONNECTICUT	40.21	24.70	4.36	29.06	12.31	49.65	216.06	278.02	347.29	CONNECTICUT
DELAWARE	-	-	11.47	11.47	14.30	-	14.84	29.14	40.61	DELAWARE
FLORIDA	120.41	239.72	134.43	374.15	56.45	-	847.24	903.69	1,398.25 3/	FLORIDA
GEORGIA	24.20	153.15	87.63	240.78	-	2.32	882.39	884.71	1,149.69	GEORGIA
HAWAII	-	19.91	10.57	30.48	-	2.24	19.53	21.77	52.25	HAWAII
IDAHO	-	53.28	21.41	74.69	-	119.12	418.15	537.27	611.96	IDAHO
ILLINOIS	16.68	166.23	176.10	342.33	154.92	88.66	1,124.70	1,368.28	1,727.29	ILLINOIS
INDIANA	14.30	28.92	84.93	113.85	156.90	-	844.37	1,001.27	1,129.42	INDIANA
IOWA	47.92	28.92	66.10	95.02	3.17	-	634.85	638.02	780.96	IOWA
KANSAS	-	34.55	51.40	85.95	187.70	2.45	545.60	735.75	821.70	KANSAS
KENTUCKY	-	55.73	95.65	151.38	39.20	15.42	530.49	585.11	736.49	KENTUCKY
LOUISIANA	40.91	26.31	190.34	216.65	-	0.86	459.62	460.48	718.04	LOUISIANA
MAINE	-	17.61	12.79	30.40	54.48	87.24	139.55	281.27	311.67	MAINE
MARYLAND	26.56	3.46	0.24	3.70	53.04	74.55	199.96	327.55	357.81	MARYLAND
MASSACHUSETTS	21.57	21.33	10.66	31.99	134.41	19.49	262.79	416.69	470.25	MASSACHUSETTS
MICHIGAN	46.50	58.05	80.09	138.14	5.39	42.96	941.69	990.04	1,174.68	MICHIGAN
MINNESOTA	21.32	119.26	77.23	196.49	-	119.71	576.61	696.32	914.13	MINNESOTA
MISSISSIPPI	-	32.80	111.10	143.90	-	4.10	535.20	539.30	683.20	MISSISSIPPI
MISSOURI	-	103.20	73.00	176.20	-	121.70	849.00	970.70	1,146.90	MISSOURI
MONTANA	24.58	160.53	117.64	278.17	-	252.89	633.01	885.90	1,188.65	MONTANA
NEBRASKA	-	14.25	25.01	39.26	0.22	12.88	428.23	441.33	480.59	NEBRASKA
NEVADA	-	77.84	18.94	96.78	-	4.92	432.86	437.78	534.56	NEVADA
NEW HAMPSHIRE	-	21.32	7.41	28.73	21.02	13.83	150.70	185.55	214.28	NEW HAMPSHIRE
NEW JERSEY	18.90	60.50	69.10	129.60	45.70	18.40	171.80	235.90	384.40 4/	NEW JERSEY
NEW MEXICO	-	73.26	37.50	110.76	-	58.87	829.67	888.54	999.30	NEW MEXICO
NEW YORK	71.02	61.99	41.96	103.95	487.98	28.07	646.18	1,162.23	1,337.20 5/	NEW YORK
NORTH CAROLINA	52.86	114.72	71.81	186.53	-	10.62	591.64	602.26	841.65	NORTH CAROLINA
NORTH DAKOTA	-	22.20	40.70	62.90	-	37.40	471.03	508.43	571.33	NORTH DAKOTA
OHIO	8.73	79.87	63.18	143.05	206.20	57.52	1,118.47	1,382.19	1,533.97	OHIO
OKLAHOMA	-	1.99	52.49	54.48	174.04	17.11	563.71	754.86	809.34	OKLAHOMA
OREGON	21.07	11.97	41.57	53.54	-	82.89	577.35	660.24	734.85	OREGON
PENNSYLVANIA	21.07	67.74	76.00	143.74	360.18	8.35	1,041.50	1,410.03	1,574.84	PENNSYLVANIA
RHODE ISLAND	26.59	0.40	6.49	6.89	-	8.44	58.36	66.80	100.28	RHODE ISLAND
SOUTH CAROLINA	60.77	0.47	125.25	125.72	-	8.17	563.45	571.62	758.11	SOUTH CAROLINA
SOUTH DAKOTA	-	75.26	59.09	134.35	-	49.28	495.33	544.61	678.96	SOUTH DAKOTA
TENNESSEE	2.80	43.20	197.55	240.75	-	65.00	736.85	801.85	1,065.40	TENNESSEE
TEXAS	94.41	268.22	221.27	489.49	-	220.64	2,356.51	2,577.15	3,161.05	TEXAS
UTAH	-	249.66	119.29	368.95	-	65.54	504.34	569.88	938.83	UTAH
VERMONT	-	35.20	34.23	69.43	-	-	250.95	250.95	320.38	VERMONT
VIRGINIA	34.72	156.71	27.80	184.51	9.15	41.65	794.25	845.05	1,064.28	VIRGINIA
WASHINGTON	69.85	55.53	40.59	96.12	-	128.60	468.33	596.93	762.90	WASHINGTON
WEST VIRGINIA	17.44	42.77	113.18	155.95	82.53	6.55	249.18	338.26	511.65	WEST VIRGINIA
WISCONSIN	114.42	-	6.10	6.10	-	0.60	455.37	455.97	576.49	WISCONSIN
WYOMING	35.73	59.89	21.36	81.25	-	13.82	783.16	796.98	913.96	WYOMING
DISTRICT OF COLUMBIA	9.36	7.24	2.19	9.43	-	2.47	8.29	10.76	29.55	DISTRICT OF COLUMBIA
PENDING	-0.97 6/	-	-	-	-	-	-	-	-0.97 6/	PENDING
TOTAL	1,182.45	3,441.43	3,382.95	6,824.38	2,269.49	2,421.80	29,801.88	34,493.17	42,500.00	TOTAL



- 1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.
- 2/ Excludes 7.00 miles chargeable to the Howard-Cramer Act of the total 17.20 mile Century Freeway (I-105) which was added to the system under that Act.
- 3/ Excludes 42.80 miles chargeable to the Howard-Cramer Act, I-75E St. Petersburg-Tampa Bypass which was added to the system under that Act.
- 4/ Excludes 27.30 miles chargeable to the Howard-Cramer Act of the total 34.30 mile Trenton-Asbury Park Spur (I-195) which was added to the system under that Act.
- 5/ Excludes 52.80 miles chargeable to the Howard-Cramer Act of the total 67.20 mile Genesee Expressway (I-190) which was added to the system under that Act.
- 6/ The "minus" mileage reserve, temporarily indicated, results from recent system measurements. The final mileage measurements will provide an adequate reserve for all designated routes on the system.

THE NATIONAL SYSTEM OF INTERSTATE ROUTES

STATUS OF IMPROVEMENT



Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction	
1,183 Miles	3,441 Miles	3,383 Miles	

INTERSTATE AND DEFENSE HIGHWAYS

AS OF MARCH 31, 1973



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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

Open to Traffic

34,493 Miles

37,876 Miles

INTERSTATE

TOTAL

42,500

MILES

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL AID INTERSTATE FUNDS

AS OF MARCH 31, 1973

8230 M13

/MILLIONS OF DOLLARS/

TABLE II

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE					
	CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL		CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	\$209.7	\$189.3	\$150.6	\$135.4	\$360.3	\$324.7	\$629.6	\$556.3	\$62.3	\$54.0	\$691.9	\$610.3
ALASKA												
ARIZONA	56.3	52.8	87.7	83.1	144.0	135.9	506.3	466.0	56.7	52.9	563.0	518.9
ARKANSAS	32.1	29.0	21.8	19.6	53.9	48.6	372.2	331.9	35.0	30.0	407.2	361.9
CALIFORNIA	518.9	450.7	411.0	366.5	929.9	817.2	2,819.3	2,459.1	1,070.3	914.4	3,889.6	3,373.5
COLORADO	148.1	134.1	23.4	21.4	171.5	155.5	429.5	382.6	60.0	52.3	489.5	434.9
CONNECTICUT	127.1	109.9	133.3	117.9	260.4	227.8	432.0	362.3	98.8	86.8	530.8	449.1
DELAWARE	62.3	55.9	12.8	11.5	75.1	67.4	90.7	80.4	21.2	18.2	111.9	98.6
FLORIDA	192.8	173.2	118.6	105.7	311.4	278.9	678.4	594.3	165.8	142.5	844.2	736.8
GEORGIA	235.0	198.5	74.1	66.7	309.1	265.2	609.5	539.4	88.2	78.3	697.7	617.7
HAWAII	66.6	58.5	73.6	64.3	140.2	122.8	142.1	103.9	58.0	51.6	200.1	155.5
IDAHO	48.7	44.5	7.2	6.7	55.9	51.6	228.4	208.5	33.2	29.2	261.6	237.7
ILLINOIS	477.1	428.7	56.1	83.8	573.2	512.5	1,823.0	1,574.8	329.5	283.5	2,152.5	1,858.3
INDIANA	117.4	105.6	29.3	26.5	146.7	132.1	838.3	750.4	169.8	152.7	1,008.1	903.1
IOWA	66.8	59.5	24.5	21.9	91.3	81.8	469.9	415.7	61.1	51.4	531.0	467.1
KANSAS	84.0	75.1	31.5	28.7	115.9	103.8	338.7	298.1	52.8	47.0	391.5	345.1
KENTUCKY	139.1	124.2	32.9	29.5	172.0	153.7	683.6	607.9	124.0	106.5	807.6	714.4
LOUISIANA	314.5	282.8	146.1	131.4	460.6	414.2	801.1	715.6	69.2	60.2	870.3	775.8
MAINE	34.9	29.8	17.3	15.4	52.2	45.2	221.4	195.0	13.7	11.9	235.1	206.9
MARYLAND	142.6	125.5	109.5	98.9	252.5	224.8	466.8	402.7	56.4	49.3	523.2	452.0
MASSACHUSETTS	157.6	138.4	116.0	104.6	273.6	243.0	613.2	536.8	161.6	142.2	774.8	679.0
MICHIGAN	370.4	332.6	179.3	160.4	549.7	493.0	1,120.6	954.5	336.4	289.2	1,457.0	1,243.7
MINNESOTA	198.4	179.0	103.6	93.0	302.0	272.0	648.8	585.1	163.8	146.3	812.6	731.4
MISSISSIPPI	54.8	49.3	52.8	47.3	107.6	96.6	472.2	419.7	21.1	17.9	493.3	437.6
MISSOURI	178.0	154.2	79.2	70.6	257.2	224.8	840.7	750.9	182.2	161.8	1,022.9	912.7
MONTANA	112.2	102.5	43.6	39.7	155.9	142.2	409.3	370.7	38.1	33.8	447.4	404.5
NEBRASKA	22.3	29.9	7.8	7.0	41.1	36.9	233.6	208.8	51.0	45.0	284.6	253.8
NEVADA	28.4	36.3	61.4	58.3	99.8	94.6	198.1	183.6	10.5	9.1	208.6	192.7
NEW HAMPSHIRE	45.8	39.3	5.7	5.2	51.5	44.5	192.8	168.6	18.7	16.2	211.5	184.8
NEW JERSEY	318.2	275.2	216.3	189.3	534.5	464.5	691.9	604.8	120.5	106.7	812.4	711.5
NEW MEXICO	55.0	51.3	27.3	25.2	82.3	76.5	425.4	391.7	46.7	41.9	472.1	433.6
NEW YORK	420.6	361.5	205.5	181.3	626.5	542.8	1,715.9	1,461.6	249.8	209.4	1,965.7	1,671.0
NORTH CAROLINA	123.7	110.8	49.8	44.8	173.5	155.6	393.6	344.5	45.8	40.0	439.4	384.5
NORTH DAKOTA	28.9	26.3	9.4	8.4	38.3	34.7	234.2	211.3	11.8	10.3	246.0	221.6
OHIO	413.6	357.4	123.0	110.7	536.6	468.1	1,606.8	1,409.5	617.9	547.3	2,224.7	1,956.8
OKLAHOMA	58.8	52.6	84.2	75.7	143.0	128.3	400.4	351.7	19.6	16.8	420.0	368.5
OREGON	175.2	161.4	85.1	78.4	260.4	239.8	602.3	533.9	73.3	65.9	675.6	599.8
PENNSYLVANIA	618.9	543.1	318.6	277.5	937.5	820.6	1,216.9	1,072.5	221.3	186.7	1,438.2	1,259.2
RHODE ISLAND	19.2	17.2	16.3	14.3	35.5	31.5	160.1	138.5	55.0	47.7	215.1	186.2
SOUTH CAROLINA	103.6	93.3	4.3	3.8	107.9	97.1	309.4	276.4	40.3	35.6	349.7	312.0
SOUTH DAKOTA	46.6	42.4	7.3	6.6	53.9	49.0	283.9	255.2	18.3	16.3	302.2	271.5
TENNESSEE	138.4	124.4	126.1	113.5	264.5	237.9	778.2	699.0	140.8	122.8	919.0	821.8
TEXAS	391.6	347.9	3.4	3.1	395.0	351.0	1,683.4	1,489.9	452.3	405.1	2,135.7	1,895.0
UTAH	154.4	143.1	62.8	59.5	217.2	202.6	370.9	346.0	58.3	52.1	428.2	398.1
VERMONT	43.6	39.3	9.4	8.5	53.0	47.8	287.9	256.7	25.0	20.9	312.9	277.6
VIRGINIA	307.2	279.2	111.3	100.5	418.5	379.7	979.2	868.0	153.8	135.9	1,133.0	1,003.9
WASHINGTON	162.8	147.6	175.3	162.6	342.1	310.2	767.3	666.5	81.8	70.8	849.1	737.3
WEST VIRGINIA	452.5	444.2	138.9	125.3	631.8	569.5	412.0	369.6	56.5	49.5	468.5	419.1
WISCONSIN	43.0	38.3	22.1	19.9	65.1	58.2	396.0	353.3	79.9	69.2	475.9	422.5
WYOMING	30.4	27.8	9.1	8.2	39.5	36.0	370.8	339.7	22.1	19.4	392.9	359.1
DIST. OF COL.	129.4	101.8	82.0	72.5	211.4	174.3	193.2	171.7	46.4	40.3	239.6	212.0
PUERTO RICO												
TOTAL	8,539.2	7,576.3	4,143.4	3,710.5	12,682.7	11,286.8	31,590.0	27,835.5	6,246.9	5,445.1	37,836.9	33,280.6

TABLE II

FEDERAL-AID PRIMARY AND SECONDARY HIGHWAY SYSTEMS ACTIVE AND COMPLETED PROJECTS FINANCED WITH PRIMARY, SECONDARY AND URBAN FUNDS

AS OF MARCH 31, 1973

/MILLIONS OF DOLLARS/

TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE						
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	\$92.4	\$47.1	205.7	\$33.3	\$16.5	\$126.7	\$63.6	\$509.2	255.5	7,733.5	55.0	26.8	564.2	282.7
ALASKA	94.5	80.5	240.4	39.6	36.5	134.1	117.0	439.0	404.2	3,147.5	68.5	63.8	507.5	468.0
ARIZONA	28.0	17.5	59.8	1.6	1.3	29.6	18.8	297.9	204.5	2,096.0	4.5	3.0	302.4	207.5
ARKANSAS	62.2	32.2	285.7	19.5	9.8	81.7	42.0	389.6	193.0	5,577.4	21.7	10.5	411.3	203.5
CALIFORNIA	218.7	137.2	267.1	26.1	16.9	244.8	154.1	1,677.7	908.5	3,576.7	14.2	8.5	1,691.9	917.0
COLORADO	48.0	25.6	87.7	19.7	11.4	67.7	37.0	394.1	214.6	3,934.1	54.9	30.0	449.0	244.6
CONNECTICUT	64.1	32.8	19.4	20.4	10.1	84.5	42.9	242.3	118.9	271.3	36.6	15.0	278.9	133.9
DELAWARE	32.2	16.2	27.4	9.0	4.9	41.2	21.1	101.9	50.4	536.7	9.9	5.0	111.8	55.4
FLORIDA	102.3	52.7	166.9	20.3	10.7	122.6	63.4	611.4	286.2	3,712.6	8.6	4.3	620.0	290.5
GEORGIA	151.3	74.4	345.3	58.4	29.3	209.7	103.7	563.7	278.7	6,130.9	65.4	32.3	629.1	311.0
HAWAII	37.1	18.1	15.8	13.6	6.7	50.7	24.8	79.9	39.4	170.5	24.3	12.3	104.2	51.7
IDAHO	32.9	23.4	177.2	3.3	2.2	36.2	25.6	198.3	129.7	2,547.0	23.0	13.4	221.3	143.1
ILLINOIS	213.6	104.7	500.8	15.4	7.7	229.0	112.4	1,279.6	652.7	8,710.2	55.0	26.3	1,334.6	679.0
INDIANA	133.3	67.3	180.1	23.3	12.1	156.6	79.4	637.8	326.2	3,577.3	81.6	39.1	719.4	365.3
IOWA	103.7	53.4	973.8	5.4	3.2	109.1	56.6	555.9	285.4	12,632.5	17.2	8.7	573.1	294.1
KANSAS	69.6	34.7	455.0	6.9	3.4	76.5	38.1	571.8	282.1	14,316.0	42.2	20.9	614.0	303.0
KENTUCKY	88.0	43.3	101.7	37.7	19.4	125.7	62.7	388.9	194.9	2,465.6	78.4	38.5	467.3	233.4
LOUISIANA	85.5	42.3	142.1	38.1	18.9	123.6	61.2	430.7	210.6	2,931.7	21.3	10.4	452.0	221.0
MAINE	24.3	12.0	45.4	10.7	5.6	35.0	17.6	195.9	95.6	1,061.0	24.7	11.5	220.6	107.1
MARYLAND	61.0	30.0	67.5	38.9	19.9	99.9	49.9	299.0	145.7	1,524.1	6.3	3.2	305.3	148.9
MASSACHUSETTS	133.0	70.1	96.1	28.5	14.2	161.5	84.3	427.5	211.0	516.2	112.9	32.7	540.4	243.7
MICHIGAN	162.6	87.8	504.5	36.0	18.9	198.6	106.7	976.5	475.6	10,095.4	68.9	33.0	1,045.4	508.6
MINNESOTA	122.6	55.6	752.1	7.2	3.7	129.8	63.3	696.2	348.1	16,748.0	15.8	10.1	716.0	358.2
MISSISSIPPI	63.2	30.6	416.6	23.7	12.0	86.9	42.6	423.4	206.0	8,372.0	34.0	17.0	457.4	223.0
MISSOURI	94.7	47.1	202.1	89.8	46.8	184.5	93.9	671.7	340.6	10,215.7	116.4	55.4	788.1	396.0
MONTANA	37.7	24.8	212.7	17.5	11.1	55.2	35.9	343.7	208.0	4,583.2	35.2	19.6	378.9	227.6
NEBRASKA	61.2	30.8	526.0	6.5	2.8	67.7	33.6	451.4	229.5	8,869.5	38.3	19.0	489.7	248.5
NEVADA	6.0	5.6	25.5	11.0	9.9	17.0	15.5	150.8	131.1	1,953.5	16.2	13.6	167.0	144.7
NEW HAMPSHIRE	19.3	9.6	28.3	.4	.2	19.7	9.8	141.9	69.8	497.4	4.8	2.2	146.7	72.0
NEW JERSEY	144.3	67.5	43.5	106.1	50.7	250.4	118.2	381.3	184.0	563.5	47.5	23.7	428.8	207.7
NEW MEXICO	24.8	16.7	54.1	6.6	4.3	31.4	21.0	276.6	180.5	2,691.7	28.7	17.3	305.3	197.8
NEW YORK	401.4	204.2	109.7	28.8	14.4	430.2	218.6	1,955.4	910.6	2,645.5	32.4	15.7	1,987.8	926.3
NORTH CAROLINA	133.8	66.7	229.5	34.5	17.1	168.3	83.8	561.5	278.1	5,109.1	110.3	54.6	671.8	332.7
NORTH DAKOTA	27.5	13.9	631.6	4.4	2.4	31.9	16.3	316.4	162.2	16,253.2	17.8	9.3	334.2	171.5
OHIO	210.0	105.0	149.7	6.2	3.1	216.2	108.1	1,025.3	523.1	2,972.0	150.0	73.5	1,175.3	596.6
OKLAHOMA	106.2	53.6	358.8	13.2	6.5	119.4	60.1	548.7	271.4	6,835.4	14.9	7.1	563.6	278.5
OREGON	52.4	21.9	45.0	11.0	7.0	63.4	28.9	339.3	207.0	2,274.1	24.4	14.3	363.7	221.3
PENNSYLVANIA	412.6	198.8	220.1	52.1	25.8	464.7	224.6	1,064.7	521.9	2,213.0	104.4	45.3	1,169.1	567.2
RHODE ISLAND	27.1	13.5	15.8	21.5	10.9	48.6	24.4	112.7	55.6	255.8	31.0	14.9	143.7	70.5
SOUTH CAROLINA	103.0	53.6	689.5	1.9	.9	104.9	54.5	330.9	164.1	7,502.3	25.6	13.0	356.5	177.1
SOUTH DAKOTA	37.4	20.5	363.8	1.5	.9	38.9	21.4	335.5	183.1	10,782.6	5.3	2.9	340.8	186.0
TENNESSEE	98.1	45.7	378.9	40.5	20.2	138.6	69.9	513.4	256.9	8,079.0	58.2	27.5	571.6	284.4
TEXAS	287.7	151.0	773.4	.9	.4	288.6	151.4	1,773.8	909.0	21,137.6	6.4	3.5	1,780.2	912.5
UTAH	27.1	20.8	57.0	9.7	7.5	36.8	28.3	178.5	128.0	1,763.7	18.4	12.7	196.9	140.7
VERMONT	9.4	4.5	12.6	3.6	1.8	13.0	6.7	117.2	58.7	570.5	15.5	7.1	132.7	65.8
VIRGINIA	106.2	54.0	190.4	9.1	4.5	115.3	58.5	570.6	276.1	4,111.0	54.2	25.9	624.8	302.0
WASHINGTON	76.6	42.8	150.1	14.1	7.7	90.7	50.5	452.8	231.9	4,284.8	17.0	8.7	469.8	240.6
WEST VIRGINIA	66.1	31.6	40.9	27.6	14.5	93.7	46.1	227.0	114.0	1,133.5	42.0	21.0	269.0	135.0
WISCONSIN	90.8	46.6	358.5	35.3	17.6	126.1	64.2	623.9	310.7	7,301.4	60.2	30.1	684.1	340.8
WYOMING	9.1	6.8	42.9	4.3	3.2	13.4	10.0	215.9	145.2	2,736.2	10.9	7.4	226.8	152.6
DIST. OF COL.	31.9	16.1	15.7	2.2	1.6	34.1	19.7	117.0	65.1	101.5	14.1	7.2	131.1	72.3
PUERTO RICO	49.9	24.8	28.5	3.7	1.8	53.6	26.6	182.1	83.0	341.3	31.9	12.8	214.0	95.8
TOTAL	4,977.4	2,596.3	12,215.2	1,100.1	550.6	6,077.5	3,188.9	26,368.4	13,717.4	262,281.6	2,081.0	1,041.3	28,449.4	14,758.7

TABLE III

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED MARCH 31, 1973	FISCAL YEAR 7-1-72 TO 3-31-73
Balance at beginning of period	\$4,662,577	\$4,489,531
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds)	986,265	3,210,559
Less motorboat fuel revenue <u>1/</u>	<u>2,200</u>	<u>25,400</u>
Net for highways	984,065	3,185,159
Trucks, buses, and trailers.	<u>2/</u> 116,220	<u>2/</u> 272,955
Tires, tubes, and tread rubber	189,131	569,287
Vehicle use.	43,776	134,020
Parts and accessories, trucks and buses.	18,310	76,578
Lubricating oil (net after refunds).	<u>14,373</u>	<u>64,080</u>
Total excise revenues.	1,365,875	4,302,079
Interest earned.	<u>5,006</u>	<u>116,459</u>
Total Income	1,370,881	4,418,538
Disbursements:		
For highways	811,977	3,663,305
National Highway Traffic Safety Adm.	24,298	47,581
Trust Fund share other highway programs.	<u>1,649</u>	<u>1,649</u>
Total Disbursements.	837,924	3,712,535
Balance at end of period	\$5,195,534	\$5,195,534
Liability for unpaid obligations (3/31/73)	<u>6,890,717</u>	
Balance less liability for unpaid obligation	-1,695,183	

1/ Transferred to the Land and Water Conservation Fund pursuant to Title II, Sec. 202, Public Law 88-578, effective January 1, 1965.

2/ Three month revenues were \$116,239,209.00 less refunds of \$19,193.05 and fiscal year revenues were \$279,039,816.49 less refunds of \$6,084,594.07 on light trucks, trailers and local transit buses.

The Federal share of the Federal-aid highway program is wholly financed by highway users on a pay-as-you-build basis. The Highway Revenue Act of 1956 (as since amended) levied or increased certain Federal excise taxes on motor fuel and automotive products, and earmarked their revenue specifically to a Highway Trust Fund, which is the source of money for Federal highway aid to the States both for the Interstate and the primary-secondary-urban programs. The taxes earmarked to the Trust Fund and their rates (until October 1, 1977) are:

- Motor fuel: 4 cents per gallon.
- New trucks, and trailers (over 10,000 pounds gross weight), and new buses, other than transit:
 - 10 percent on the manufacturer's wholesale price.
- Highway vehicle tires and tubes: 10 cents per pound.
- Other tires, and tread rubber: 5 cents per pound.
- Heavy vehicle use: \$3 per 1,000 pounds annually on the total gross weight of vehicles rated at more than 26,000 pounds gross weight.
- Parts and accessories: 8 percent on the manufacturer's wholesale price of truck and bus parts and accessories.
- Lubricating oil: 6 cents per gallon, if used for highway purposes.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
June 17, 1973

FHWA 35-73
(202) 426-0677

The Transportation Department's Federal Highway Administration (FHWA) is gearing up for a new project to protect wildlife against the growing onslaught of more automobiles and more people.

The FHWA has added a full-time wildlife biologist to its staff to work out programs for both reducing the number of animals killed on our highways and converting highway rights-of-way into refuges and breeding ground. The FHWA research project is designed to assist the various State highway departments, which build, maintain and operate the Nation's principal highways.

The biologist, Robert Belichick, says "The wildlife crisis arising in the face of intensified land use and burgeoning human populations is already manifest in reduced wildlife populations and even extinction of species."

"The need to improve or construct new highways must be tempered with the need to preserve native ecology. New highway development and ancillary growth in areas of a natural or wilderness quality exert pressure on natural resources. The Florida Everglades region is a good example of this," he said.

Efforts are being made by other biologists with whom Belichick is in touch to work out programs to offset the local threat to wildlife posed by highway construction. Former North Dakota State University biologist Robert B. Oetting points out that wildlife agencies have developed land acquisition programs at both State and Federal levels to compensate for potential loss of breeding ground and cover for wildlife. He says, however, that such programs are "expensive and small in size" but adds: "At no additional land cost, our system of highway rights-of-way, if properly managed, could significantly increase wildlife populations."

-more-

"In North Dakota alone," he says, "approximately one million acres of rights-of-way are potential wildlife habitat."

FHWA's Environmental Control Group Chief Leonard E. Wood points to another problem area under investigation -- wild animal crossings on Interstate highways and other roads at night. He says this poses one of the biggest problems to highway engineers. Last year, he says, animal-vehicle collisions involving big game resulted in the loss of about 130,000 white-tailed deer. Personal property losses in automobile damage came to approximately \$40 million.

Steps being considered by highway engineers at this time include specially-designed roadside fencing, and underpass or tunnel construction to provide safe crossing points for deer and other animals.

Small wild animals and the type of natural terrain or "cover" they require are also under study by the Environmental Control Group. Plants "native" to an area where a highway is to be built or reconstructed are found to be the best, since they do well in that particular environment.

Effective highway construction, says Wood, must include an assessment and identification of "areas rich in flora and fauna" or "possessing noteworthy natural or wilderness quality characteristics. Provision for proper use of land in wilderness and park areas is the responsibility of government and highway builders, who must be well-informed ecologically so that decisions whether to preserve, minimally affect, develop or enhance these areas can be made."

The FHWA Environmental Control Group expert on roadside development, Wesley L. Hottenstein, says efforts are being intensified to assess the environmental impact of highway systems on the ecological balance of an area. "To be able to determine these effects, detailed studies are being made of areas five years before and two years after construction and use of the highway," he says. "Because many States have made annual ecological surveys of areas, the effects of new construction can be monitored through a coordinated research project. Such a program includes State ecological experts, professional environmental specialists and highway experts, who analyze existing historical ecological data from areas where a major highway has been constructed -- and then make a thorough evaluation of the area at the present time," he reports.

Hottenstein concludes: "The key to a successful wildlife preservation program is coordination of State highway departments,

fish and game departments and local environmental groups in their interests to develop, enhance and preserve ecological qualities along or near the highways."

Such programs, says Belichick, are getting results. For example, the wildlife enhancement by State highway departments in South Dakota, Nebraska and Minnesota, following a controlled mowing policy along rights-of-way, is increasing the numbers of breeding birds. "Duck and pheasant populations in Nebraska have increased tremendously," he reports.

"A well-coordinated program that would disseminate wildlife protection information to other States, would encourage efforts in similar endeavors and could positively affect planning and development policy," says Belichick.

The untapped potential for recreational use of the Interstate routes in the plains areas of the U.S. is being considered by the Environmental Control Group team in order to make maximum use of highway rights-of-way to benefit wildlife. Recent surveys have shown that Interstate 90 in South Dakota has potential as a wildlife-oriented route, according to Belichick. "With coordination of highway departments and fish and game departments," he says, "natural areas could be developed near the Interstate that would present unique habitat examples to the public, provide informative rest stops and visitation sites, and possibly alleviate some of the pressure on the western national parks."

"There's a lot of potential in low or no-cost measures to aid wildlife," Belichick concludes. "Nebraska won a National Audubon Award on the basis of its increased pheasant population as a result of its new, non-mowing operations policy along its highways."

On the wall of the FHWA's Environmental Control Group's conference room there appears this message, said to be an "old Indian proverb":

"Thou shall not damage the environment unless necessary. If it is necessary, thou shall limit it and fix it."

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
June 20, 1973

FHWA 36-73
(202) 426-0693

A new civil rights brochure, "Sixty-eight Questions and Answers," has just been released by the Federal Highway Administration's Office of Civil Rights.

The booklet provides answers to frequently asked questions about civil rights, equal employment opportunity programs, minority business enterprises, and the minority bank deposit program as they apply to the Federal-aid highway program.

In line with President Nixon's desire to involve, acquaint and assist all minorities in various aspects of civil rights and equal employment opportunity programs, the brochure is also being made available in Spanish editions. Federal Highway Administrator Norbert T. Tiemann said: "Congressional sources, trade associations, and schools and colleges that are located in areas of large concentrations of Spanish-speaking groups, have expressed interest in a Spanish translation. We were delighted to provide one."

Purpose of the booklet is to update information presented in a 1970 publication, "Forty-nine Questions and Answers." "As a result of this new publication in both English and Spanish," said FHWA Office of Civil Rights Director A. D. Gaither, "it is hoped that a broader line of communication and understanding will evolve between minority groups and the Federal Highway Administration."

Copies of the new brochure may be obtained from the Office of Civil Rights, Federal Highway Administration, Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
June 26, 1973

FHWA 38-73
(202) 426-1700

The Federal Highway Administration's Bureau of Motor Carrier Safety has announced a delay in the effective date of the revised rules relating to safe loading of commercial motor vehicles from July 1, 1973, to October 1, 1973.

The Bureau of Motor Carrier Safety, having received and reviewed two petitions for amendment of the safe loading rules, has determined both appear to have merit and raise issues that should be resolved before the new rules become effective.

The petitions request rule changes to allow carriers of metal articles considerably more flexibility in the methods used to secure metal cargoes.

BMCS Director Robert A. Kaye said, "It would not be in the public interest to permit the present set of complex rules to go into effect and then, after a short period of time, make substantive revisions in them. The goal of full voluntary understanding and compliance of the rules can best be achieved by perfecting them before the effective date."

Copies of the proposed changes may be obtained from the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, Washington, D.C. 20590.

All comments should be submitted in three copies by July 16, 1973.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
June 30, 1973

FHWA 34-73
(202) 426-0677

The impact of various strategies on the national fuel crisis is explored in "Are We Running Out of Gas?", a new publication just released by the Department of Transportation's Federal Highway Administration.

Discussed in the 20-page, illustrated booklet are such approaches as an increase in imports, planned efforts to reduce the overall petroleum demand, more oil exploration efforts, and the development of the United States shale oil reserves.

Co-authored by L. L. Liston, Chief, and J. E. Ullman, Economist, of the Vehicles and Fuels Branch of FHWA's Highway Statistics Division, the booklet suggests a need for "strategically applied pressure, both legislatively and educationally, to speed the trend toward the use of smaller, more economical vehicles for personal transportation, as well as efforts to increase occupancy of cars and buses." It discloses that nearly 42 percent of the total U. S. demand for petroleum products is used for highway transportation.

According to the new publication, the United States has known oil reserves of about 44.4 billion barrels, but if the present consumption level were to continue -- and no new discoveries were made -- they would be depleted by about 1983. And if demand were to continue to increase at its present rate, the known reserves would be exhausted sometime in 1981.

- more -

The authors say that, according to geological authorities, there are substantial amounts of oil yet to be discovered in the United States, but customarily several years elapse between oil discoveries and effective production in a field. Regarding imports, not only is the United States competing against other Nations in seeking oil from other areas of the world, but large increases in imports could cause the balance of payments to rise to unprecedented levels. However, the authors suggest that some increase in imports will be necessary to conserve our existing reserves.

According to the FHWA booklet, reserves from the shale oil deposits in Colorado alone are estimated at 1,250 billion barrels, a supply that would last more than 200 years at the present rate of domestic demand. But the mining and processing may be more costly than for oil from drilled wells. It is estimated that by 1975 nearly 18 million barrels per year could be produced by the shale industry; by 1980 this could be increased to 100 million barrels, and by 1985 the production capacity might reach 400 million barrels per year.

The authors point out that if the increase in the number of economy cars of approximately 2 million per year were repeated for each year until 1985, about 30 percent of the Nation's automobile fleet would be in the economy class and the savings of crude oil would reach approximately 846 million barrels annually. "But," the authors contend, "to be effective the savings must be realized sooner than 1985. If savings of domestic crude oil of about 1 to 1.5 billion barrels per year could be realized beginning not later than 1975, it might allow the necessary time to bridge the gap to an effective level of production of oil from shale or obtain oil from other sources. Also, it would avoid the decimation of our present reserves."

The authors add:

"The current difference in the annual fuel consumption between a standard size and an economy size automobile is about 260 gallons, so a conversion of 76.6 million automobiles from standard size to economy size would be required to reduce nationwide annual gasoline consumption by 20 billion gallons. This 20 billion-gallon gasoline reduction could reduce crude oil demand by as much as one billion barrels, if the demand for the other refined items produced from a barrel of crude oil are also reduced."

The publication concludes that, "any measures taken that speed the trend toward the use of smaller, more economical vehicles, increase vehicle occupancy, and reduce the number of vehicles on the highways and streets will reduce the demand for gasoline."

Single copies of "Are We Running Out of Gas?" may be obtained from the Federal Highway Administration, Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
July 5, 1973

FHWA 39-73
(202) 426-0677

The Federal Highway Administration's Bureau of Motor Carrier Safety announced today that steps have been taken to expedite the movement of mobile homes to provide housing for persons rendered homeless by recent tornadoes and floods along the Mississippi River.

The floods and tornadoes left thousands of families homeless and one of the principal recovery steps being taken is the transportation of mobile homes to the disaster areas.

Relief was granted from the provisions of the Motor Carrier Safety Regulations to permit drivers who are under 21 years of age and at least 18 years old to operate commercial motor vehicles in transporting mobile homes to the stricken areas.

The emergency housing is being provided by the Department of Housing and Urban Development, which requested the temporary exemptions from the Motor Carrier Safety Regulations.

HUD indicated that it is encountering difficulties in obtaining adequate transportation because of the limited number of qualified drivers.

BMCS Director Dr. Robert A. Kaye, in granting the temporary relief said, "This action is similar to the exemption granted on August 17, 1972, in the aftermath of hurricane Agnes; I recognize the urgency of this situation and strongly support the efforts of HUD."

The waiver was issued on June 14, 1973, and will expire on September 15, 1973.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY

July 6, 1973

FHWA-40-73 (202-426-0677)

Motor-vehicle registrations in the United States were more than 118 million during calendar year 1972, the U.S. Department of Transportation reported today. The total of 118,618,162 motor vehicles, released by the Federal Highway Administration, is 5,629,963 higher than the 1971 figure.

The 1972 registration total includes 96,948,813 automobiles, 407,706 buses and 21,261,643 trucks. The percentage increases over 1971 are 4.5 for automobiles, 2.6 for buses, and 7.2 for trucks.

The buses shown are estimates of the numbers in operation, rather than registrations, to eliminate multiple counting resulting from buses being registered in more than one State.

California registered 12.9 million motor vehicles in 1972, followed by Texas with 7.3 million, and New York with 7.1 million. Pennsylvania registered 6.3 million motor vehicles, Ohio 6.2 million, Illinois 5.6 million, Michigan 5.0 million, and Florida 4.8 million. There were an additional 26 States with more than a million motor vehicles registered.

Motorcycles and trailers are not included in the above figures. Most States combine motorcycles, motor scooters, and motorized bicycles into one registration group, and the 1972 total of these registrations was 3,803,278. State laws governing trailer registration vary greatly and undergo frequent changes. The Federal Highway Administration reports that there were 11,103,369 trailers registered, but because of the laws that exempt some kinds of trailers, it considers the total to be of limited significance.

The 1972 motor-vehicle registrations, by State, are shown on the reverse side of this sheet.

(over)

STATE MOTOR-VEHICLE REGISTRATIONS—1972¹

Compiled for the calendar year from reports of State authorities ^{2/}

TABLE MV-1
JUNE 1973

STATE	MOTOR VEHICLES															MOTORCYCLES	
	AUTOMOBILES			BUSES			TRUCKS			ALL MOTOR VEHICLES			COMPARISON OF TOTAL MOTOR-VEHICLE REGISTRATIONS, 1971-1972				
	PRIVATE AND COMMERCIAL (INCLUDING TAXICABS)	PUBLICLY OWNED ^{3/}	TOTAL	PRIVATE AND COMMERCIAL ^{4/}	PUBLICLY OWNED ^{3/}	TOTAL	PRIVATE AND COMMERCIAL ^{5/}	PUBLICLY OWNED ^{3/}	TOTAL	PRIVATE AND COMMERCIAL	PUBLICLY OWNED ^{3/}	TOTAL	TOTAL 1971 REGISTRATIONS	INCREASE OR DECREASE 1972	PER-CENTAGE CHANGE	PRIVATE AND COMMERCIAL	PUBLICLY OWNED ^{3/}
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
Alabama	1,739,873	6,645	1,746,518	1,871	6,022	7,893	454,615	18,267	472,882	2,196,359	30,934	2,227,293	2,092,971	134,322	6.4	58,257	425
Alaska	99,416	1,664	101,080	579	38	617	42,559	4,500	47,059	142,554	6,202	148,756	150,655	- 1,899	- 1.3	10,843	-
Arizona	963,822	7,859	971,681	610	1,758	2,368	314,250	13,571	327,821	1,278,682	23,188	1,301,870	1,184,972	116,898	9.9	49,072	105
Arkansas	727,557	4,821	732,378	610	4,748	5,377	325,842	6,698	332,540	1,054,028	16,267	1,070,295	6/ 1,055,373	14,922	1.4	29,818	35
California	10,487,902	72,240	10,560,142	12,297	9,159	21,456	2,157,822	112,808	2,270,630	12,658,021	194,207	12,852,228	12,367,181	485,047	3.9	618,831	6,952
Colorado	1,263,992	7,374	1,271,366	1,139	2,895	4,034	386,935	17,367	404,302	1,652,066	27,636	1,679,702	1,547,598	132,104	8.5	68,609	209
Connecticut	1,687,312	8,146	1,695,458	6,476	531	7,007	143,297	14,623	157,920	1,837,085	23,300	1,860,385	1,791,011	69,374	3.9	48,808	276
Delaware	266,927	2,749	269,676	1,196	91	1,287	49,382	2,626	52,008	317,505	5,466	322,971	316,512	6,459	2.0	5,107	37
Florida	4,111,426	20,910	4,132,336	3,098	5,261	8,359	653,116	42,175	695,291	4,767,640	68,346	4,835,986	4,534,300	301,686	6.7	132,086	1,403
Georgia	2,365,600	6,146	2,371,746	3,023	7,699	10,722	554,314	22,672	576,986	2,922,937	36,517	2,959,454	2,752,904	206,550	7.5	70,072	306
Hawaii	388,726	3,732	392,458	1,315	80	1,395	50,155	3,401	53,556	440,196	7,213	447,409	426,219	21,190	5.0	10,490	122
Idaho	378,425	3,429	381,854	634	1,405	2,039	154,999	10,942	165,941	534,058	15,776	549,834	509,203	40,631	8.0	35,829	112
Illinois	4,880,975	22,985	4,903,960	13,794	5,078	18,872	687,708	33,313	721,021	5,582,477	61,376	5,643,853	5,417,021	226,832	4.2	141,980	461
Indiana ^{7/}	2,300,370	6,419	2,306,789	7,237	3,200	10,437	576,575	14,742	591,317	2,884,182	24,361	2,908,543	6/ 2,868,016	40,527	1.4	92,396	278
Iowa	1,442,150	7,488	1,449,638	1,468	6,669	8,137	438,461	20,839	459,300	1,882,079	34,996	1,917,075	1,841,680	75,395	4.1	97,354	151
Kansas	1,213,994	6,436	1,220,430	1,326	3,744	5,070	450,248	15,753	466,001	1,665,568	25,933	1,691,501	1,599,109	92,392	5.8	88,117	777
Kentucky	1,510,083	5,467	1,515,550	1,596	6,055	7,651	429,944	14,475	444,419	1,941,623	25,997	1,967,620	1,859,987	107,633	5.8	36,573	148
Louisiana	1,508,181	10,065	1,518,246	9,118	3,040	12,158	400,780	11,079	411,859	1,918,079	24,184	1,942,263	1,832,285	109,978	6.0	36,794	289
Maine	448,746	2,115	450,861	820	1,181	2,001	108,260	3,660	111,920	557,826	6,956	564,782	536,815	27,967	5.2	16,128	18
Maryland	1,824,865	7,052	1,831,917	6,599	2,288	8,887	276,199	13,455	289,654	2,107,663	22,795	2,130,458	2,002,976	127,482	6.4	39,004	150
Massachusetts ^{8/}	2,532,231	10,850	2,543,081	7,214	430	7,644	247,728	23,143	270,871	2,787,173	34,423	2,821,596	2,699,793	121,803	4.5	59,981	-
Michigan	4,241,297	23,745	4,265,042	5,657	8,082	13,739	692,559	39,197	731,756	4,939,513	71,024	5,010,537	4,739,639	270,898	5.7	224,484	1,107
Minnesota	1,863,017	8,504	1,871,521	5,111	6,797	11,908	466,759	17,939	484,698	2,334,887	33,240	2,368,127	2,293,478	74,649	3.3	103,526	238
Mississippi	917,809	2,158	919,967	2,627	5,777	8,404	309,010	11,771	320,781	1,229,446	19,706	1,249,152	1,175,836	73,316	6.2	25,476	11
Missouri	2,021,084	5,819	2,026,903	3,977	5,049	9,026	568,143	14,092	582,235	2,593,204	24,960	2,618,164	2,497,950	120,214	4.8	80,685	51
Montana	372,703	1,987	374,690	1,001	737	1,738	200,125	7,563	207,688	573,829	10,287	584,116	510,696	73,420	14.4	34,611	67
Nebraska	773,568	4,051	777,619	1,034	2,262	3,296	290,178	9,792	299,970	1,064,780	16,105	1,080,885	1,032,693	48,192	4.7	40,079	70
Nevada	293,839	3,985	297,824	239	646	885	92,689	7,648	100,337	386,767	12,279	399,046	372,730	26,316	7.1	15,864	231
New Hampshire	366,212	1,644	367,856	1,001	158	1,159	61,982	5,161	67,143	429,195	6,963	436,158	6/ 406,699	29,459	7.2	15,672	-
New Jersey	3,440,027	23,416	3,463,443	7,822	3,133	10,955	338,612	45,621	384,233	3,786,461	72,170	3,858,631	3,737,308	121,323	3.2	63,978	1,250
New Mexico	494,099	5,594	499,693	2,552	522	3,074	198,449	9,549	207,998	695,100	15,665	710,765	661,129	49,636	7.5	29,700	87
New York ^{8/}	6,325,000	34,081	6,359,081	17,242	12,939	30,181	672,000	57,304	729,304	7,014,242	104,324	7,118,566	6,890,844	227,722	3.3	81,000	751
North Carolina	2,510,291	20,165	2,530,456	7,960	13,995	21,955	617,973	49,392	667,365	3,136,224	83,552	3,219,776	3,001,520	218,256	7.3	75,711	460
North Dakota	287,491	2,157	289,648	596	1,204	1,800	166,208	5,966	172,174	454,295	9,327	463,622	444,066	19,556	4.4	15,744	38
Ohio	5,470,018	16,733	5,486,751	7,255	12,306	19,561	687,221	30,745	717,966	6,164,494	59,784	6,224,278	6,043,109	181,169	3.0	225,566	476
Oklahoma	1,321,330	4,850	1,326,180	1,644	5,463	7,107	535,594	18,329	553,923	1,858,568	28,642	1,887,210	1,789,483	97,727	5.5	84,536	138
Oregon	1,218,099	8,958	1,227,057	2,278	3,553	5,831	247,270	15,957	263,227	1,467,647	28,468	1,496,115	1,431,732	64,383	4.5	73,230	336
Pennsylvania	5,434,750	25,527	5,460,277	17,901	3,410	21,311	804,415	25,327	829,742	6,257,066	54,264	6,311,330	6/ 6,023,575	287,755	4.8	175,342	788
Rhode Island	472,885	2,366	475,251	907	113	1,020	56,662	3,371	60,033	530,434	5,850	536,284	509,047	27,237	5.4	14,794	396
South Carolina	1,197,229	5,732	1,202,961	2,123	6,601	8,724	272,777	12,927	285,704	1,472,129	25,260	1,497,389	1,382,965	114,424	8.3	25,946	133
South Dakota	309,963	1,913	311,876	625	1,283	1,908	140,712	8,117	148,829	451,300	11,313	462,613	441,689	20,924	4.7	16,605	19
Tennessee	1,811,489	7,632	1,819,121	2,616	4,992	7,608	446,266	20,640	466,906	2,260,371	33,264	2,293,635	2,135,635	158,000	7.4	70,115	168
Texas	5,520,343	32,839	5,553,182	13,490	11,388	24,878	1,659,550	78,101	1,737,651	7,193,383	122,328	7,315,711	6,984,269	331,442	4.7	216,510	1,685
Utah	533,275	5,204	538,479	354	970	1,324	191,959	8,745	200,704	725,588	14,919	740,507	711,267	29,240	4.1	45,597	103
Vermont	213,800	1,193	214,993	433	462	895	42,873	2,535	45,408	257,106	4,190	261,296	237,153	24,143	10.2	9,209	-
Virginia	2,147,636	19,581	2,167,217	2,284	7,539	9,823	406,238	19,495	425,733	2,556,158	46,615	2,602,773	2,410,216	192,557	8.0	52,517	212
Washington	1,688,837	13,575	1,702,412	3,520	6,487	10,007	503,882	25,759	529,641	2,196,239	45,821	2,242,060	2,163,117	78,943	3.6	80,678	637
West Virginia	664,402	4,338	668,740	715	2,126	2,841	194,433	7,592	202,025	859,550	14,056	873,606	826,154	47,452	5.7	49,904	68
Wisconsin	1,962,591	8,186	1,970,777	6,369	2,981	9,350	374,929	23,780	398,709	2,343,889	34,947	2,378,836	2,230,174	148,662	6.7	69,835	442
Wyoming	172,265	1,307	173,572	1,054	745	1,799	93,670	4,567	98,237	266,989	6,619	273,608	257,337	16,271	6.3	13,857	30
Dist. of Col.	231,915	9/ 7,144	239,059	1,900	288	2,188	13,999	4,246	18,245	247,814	11,678	259,492	260,108	-616	-0.2	3,569	543
Total	96,419,837	528,976	96,948,813	204,326	203,380	407,706	20,250,306	1,011,337	21,261,643	116,874,469	1,743,693	118,618,162	112,988,199	5,629,963	5.0	3,780,489	22,789

^{1/} For additional details of publicly owned vehicles and of trucks, buses, and trailers registered, see tables MV-7, 9, 10, 11, respectively.

^{2/} Where the registration year is not more than one month removed from the calendar year, registration-year data are given. Where the registration year is more than one month removed, registrations are given for the calendar year.

^{3/} Includes Federal, State, county, and municipal vehicles. Vehicles owned by the military services are not included.

^{4/} The numbers of private and commercial buses given here are estimates by the Federal Highway Administration of the numbers in operation, rather than the registration counts of the States.

^{5/} The following farm trucks, registered at a nominal fee and restricted to use in the vicinity of the owner's farm are not included in this table: Connecticut, 4,557; New Hampshire, 3,504; New Jersey, 7,088; New York, 16,000; and Rhode Island, 1,473.

^{6/} Additional information required the revision of the 1971 data for Arkansas, Indiana, New Hampshire, and Pennsylvania.

^{7/} Final motor-vehicle registration data for 1972 were unavailable at the time of publication. The figures shown are estimates by the State.

^{8/} The State was unable to provide motor-vehicle registration data for 1972. The figures shown are estimates by the Federal Highway Administration.

^{9/} Includes 3,900 automobiles of the Diplomatic Corps.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

TAD-493

FOR IMMEDIATE RELEASE
July 12, 1973

FHWA 42-73
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann today announced the apportionment to the States of \$1.5 billion in Federal-aid highway construction funds.

The apportionment was made possible by authorizing legislation enacted by Congress at the close of the 1973 fiscal year in June and signed by President Nixon. Congress took this step as an interim measure while awaiting agreement by conferees on a full Federal-aid highway bill, which would establish authorizations for Fiscal Years 1974, 1975, and 1976.

Mr. Tiemann said, "A number of States had obligated all of their available Federal-aid funds and were facing a shutdown on new construction contracts. Today's apportionment will make it possible for all States to continue their highway programs."

The authorization includes \$1 billion for work on the Interstate Highway System and \$500 million for work on the Federal-aid Primary and Secondary Systems and their urban extensions (called the ABC program).

Interstate funds are matched by the States on a 90-percent-Federal, 10-percent-State basis. ABC funds will, for the first time, be matched on a 70-percent-Federal, 30-percent-State basis. In previous years the matching ratio for projects on these systems was 50-50.

The State-by-State apportionments are shown on the accompanying table.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

Apportionment of Federal-aid Highway Funds
Authorized for Fiscal Year 1974

(Thousands of Dollars)

July 11, 1973

STATE	Interstate (\$1,000,000)	ABC (\$500,000)	Total (\$1,500,000)
Alabama	\$ 19,885	\$ 9,593	\$ 29,478
Alaska	-	19,520	19,520
Arizona	19,568	6,014	25,582
Arkansas	7,306	6,553	13,859
California	65,970	30,325	96,295
Colorado	19,962	6,955	26,917
Connecticut	27,941	4,347	32,288
Delaware	1,530	2,127	3,657
Florida	30,386	11,730	42,116
Georgia	23,947	11,922	35,869
Hawaii	9,962	2,305	12,267
Idaho	4,303	4,243	8,546
Illinois	47,442	20,282	67,724
Indiana	11,636	11,543	23,179
Iowa	10,260	10,301	20,561
Kansas	11,637	9,327	20,964
Kentucky	14,207	8,104	22,311
Louisiana	29,202	7,844	37,046
Maine	5,072	3,164	8,236
Maryland	36,844	5,971	42,815
Massachusetts	29,934	7,554	37,488
Michigan	34,400	16,716	51,116
Minnesota	22,388	11,867	34,255
Mississippi	8,614	7,598	16,212
Missouri	18,461	12,761	31,222
Montana	9,895	6,101	15,996
Nebraska	1,453	7,114	8,567
Nevada	4,735	4,213	8,948
New Hampshire	4,235	2,131	6,366
New Jersey	27,152	9,368	36,520
New Mexico	8,932	5,388	14,320
New York	36,999	26,714	63,713
North Carolina	17,575	12,253	29,828
North Dakota	1,521	5,100	6,621
Ohio	29,568	18,640	48,208
Oklahoma	6,988	8,732	15,720
Oregon	24,409	6,552	30,961
Pennsylvania	47,316	19,473	66,789
Rhode Island	8,614	2,485	11,099
South Carolina	7,921	6,536	14,457
South Dakota	3,475	5,165	8,640
Tennessee	13,359	10,288	23,647
Texas	44,083	28,251	72,334
Utah	11,242	4,141	15,383
Vermont	3,301	1,719	5,020
Virginia	41,801	9,803	51,604
Washington	34,535	7,629	42,164
West Virginia	22,157	3,877	26,034
Wisconsin	11,232	11,311	22,543
Wyoming	5,448	3,672	9,120
Dist. of Col.	23,331	2,436	25,767
Puerto Rico	-	3,301	3,301



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
July 18, 1973

FHWA 46-73
(202) 426-0677

The State of Nebraska was cited today by the Department of Transportation's Federal Highway Administration for having the Nation's first approved State Highway Action Plan.

The Action Plan, a new requirement of the Federal Highway Administration, is designed to describe the procedures a State highway department proposes to use to assure proper consideration of environmental values in the planning and design of highway projects.

At a regional FHWA meeting in Kansas City, Missouri, today, Federal Highway Administrator Norbert T. Tiemann -- a former Governor of Nebraska -- presented a special plaque to Thomas D. Doyle, Director of the Nebraska Department of Roads. The plaque carried the inscription: "In recognition of its (Nebraska's) special assistance and leadership in the Action Plan development program to assure full consideration of social, economic and environmental effects in the planning and design of highway projects."

In making the presentation, Administrator Tiemann said:

"Despite the stringent time schedule which Nebraska agreed to meet, the Action Plan is of high quality. It is well organized and clearly and concisely presented. Public participation aspects of the Plan are noteworthy. It is thus with great satisfaction that I note that Nebraska becomes the first State to have an approved Action Plan.

"This is a notable achievement in the Federal-State mutual effort to secure full consideration of social, economic and environmental effects in the development of highway projects."

Nebraska is one of the three States that agreed to be "Pilot States" in preparing Action Plans that could be used for guidance by other States in preparing their Plans. The other two States -- Pennsylvania and Florida -- also will be awarded plaques when their Action Plans are approved.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
July 19, 1973

FHWA 44-73
(202) 426-0677

Kansas City, Mo., July 19-- Federal Highway Administrator Norbert T. Tiemann, in a ceremony held here today, presented the first two Presidential Medals of Honor for Lifesaving on the Highways ever to be made.

Jon Eugene Harley, a professional truck driver from Moberley, Mo., and Mrs. Lucille Widsteen of Topeka, Kansas, were the recipients of the newly-created decoration. Mr. Harley received his award for saving an injured driver from drowning after a truck plunged off a Missouri bridge in November, 1971. Mrs. Widsteen was cited for having taken over control of a moving commercial passenger bus on the Kansas Turnpike in February, 1972, when the driver was incapacitated by a heart attack, saving 17 passengers from injury or death.

In making the awards, Administrator Tiemann said: "This medal is presented by the Secretary of Transportation in the name and on behalf of the President of the United States, as authorized by Congress, to persons who have endangered their lives on the highways while saving, or endeavoring to save, the life of another person. The Department of Transportation and the Federal Highway Administration are honored to officially recognize the heroism displayed by Mr. Harley and Mrs. Widsteen."

The Medal of Honor itself is a bronze disc suspended from a silk red, white and blue ribbon. It carries the Latin inscription, "The glory that valor brings is the hero's record," and depicts the sturdy figure of a man leaning over a great rock. In one hand he is waving a cloak and in the other he is swinging a torch, thus warning oncoming traffic of impending danger.

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The awards were made at a noon luncheon at the Gold Buffet Restaurant in North Kansas City, sponsored by the Missouri Bus and Truck Association, the Kansas Motor Carriers Association, the Metropolitan Mo-Kan Highway Users Federation, and the Highway Carriers Association.

52530

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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

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PENALTY FOR PRIVATE USE, \$300

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY P.M.
July 20, 1973

FHWA 45-73
(202) 426-0677

A novel electronic gate system funded by the Department of Transportation's Federal Highway Administration will be unveiled on August 1, when commuter buses from Reston, Virginia, begin using two new ramps from State Route 602 to the four-lane, divided Dulles Airport Access Road.

Developed by Universal Sentry Systems, Inc., of Falls Church, Virginia, at a cost of \$16,000, the system is designed to give commuter buses access to the Dulles road while at the same time precluding any other traffic.

The gates are activated by metal loops which detect the presence of a bus and an electronic card reader which will accept only a special magnetically coded card. The cards will be issued only to drivers of the buses. Without a bus and a properly coded card, the gates will not open, thus preventing their use by private motorists.

As a result of the new ramps and use of the Dulles Access Road, the travel time of Reston bus commuters to downtown Washington, D. C., will be cut daily from 10 to 15 minutes each way.

The special coded cards will be issued to Metro buses under contract to the Reston Commuter Bus System. The ramps and gates will be maintained and operated by the Department of Transportation's Federal Aviation Administration, which also administers the Dulles Access Road.

Commenting on development of the electronic gates, Federal Highway Administrator Norbert T. Tiemann said:

- more -

"This is another step in our continuing efforts to encourage commuters to use mass transit facilities to and from work and thus ease traffic congestion and air pollution, while at the same time conserving fuel.

"The new gates and ramps will permit the use of the Dulles Access Road by commuters willing to use mass transit -- with the attendant time savings -- while also maintaining the integrity of the highway as a high-speed, congestion-free access to the airport."

The Gulf-Reston Corporation provided the funds for the design and construction of the ramps, and the Virginia Department of Highways handled the design and contract administration. Early this year, the Department of Highways awarded a \$255,000 contract to the Raymond C. Hawkins Construction Company of Nokesville, Virginia, for grading, paving and signing of the ramps.

52521

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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
JULY 20, 1973

FHWA 48-73
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann today announced that an out-of-court settlement has been reached in environmental litigation brought by the National Wildlife Federation against the Federal Highway Administration.

The litigation was filed June 29, by the National Wildlife Federation in U. S. District Court in Washington, D. C.

In implementing the National Environmental Policy Act of 1970, FHWA had allowed highway projects that had reached the design stage to be exempted from the requirements of an Environmental Impact Statement if an assessment was made by a Division Engineer that such a statement was not necessary at that point.

However, because of a number of unfavorable decisions in the courts, FHWA recently instituted a rulemaking procedure which would require the processing of Environmental Impact Statements on all projects significantly affecting the environment, and indicated that such changes would be made no later than January 1, 1974.

The National Wildlife Federation, in its litigation, objected to allowing highway projects to be processed under the previous exemption during the interim rulemaking procedure, and sought an injunction requiring FHWA to immediately stop approval of such projects.

As the result of meetings between National Wildlife Federation and FHWA officials this week, the following agreement was reached:

--As of August 15, highway projects under the design approval exemption will not proceed until FHWA has reevaluated them to determine whether an Environmental Impact Statement should be processed.

--As part of this agreement, FHWA will identify all projects in this category which it anticipates will receive FHWA authorization to proceed with construction or acquisition of right-of-way between August 15, 1973, and January 1, 1974. A listing of these projects will be furnished the National Wildlife Federation, and also will be published in the largest circulation newspapers in each State. Any citizen may furnish comment on any of the affected projects to FHWA's Division Office in any State.

--Determinations as to whether Environmental Impact Statements should be processed on any project will be made by FHWA's Division Engineer in each State after thorough consideration of all the facts and comments. In making his judgment, the Division Engineer will compare all of the steps already taken toward construction of the highway section with all of the steps yet to be taken and decide whether the costs of delaying the proposed highway clearly outweigh the benefits that might be derived from preparing and processing an Environmental Impact Statement. When the Division Engineer has doubt whether or not an Environmental Impact Statement should be prepared and processed, the statement will be prepared.

--When a Division Engineer determines that a project could be adversely affected by a highway project, an Environmental Impact Statement will be required and the project will be halted until the statement is prepared and processed. When the determination is that there will be no significant adverse effects to the environment, the project will be permitted to proceed without a statement.

From one to 25 highway projects in each of 30 States are affected by today's out-of-court settlement.

Federal Highway Administrator Tiemann said:

"We are delighted that this settlement has been reached. We want to cooperate to the maximum with the National Wildlife Federation and other conservation groups, because we are extremely concerned with protecting the environment. Highways and the environment are both essential, and they can live in peaceful coexistence. All it takes is mutual good-will and understanding, and at FHWA we subscribe to

this completely. These highway projects will be reviewed in depth, and you can be sure that any of them that might have an adverse effect on the environment will not proceed until an Environmental Impact Statement has been filed."

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52572





DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.
July 27, 1973

FHWA 43-73
(202) 426-0677

The Federal Highway Administration's Bureau of Motor Carrier Safety has announced the issuance of an Advance Notice of Proposed Rule Making requesting comments on the Bureau's consideration of a proposal to permit periodic medical examination of commercial vehicle drivers by chiropractic physicians.

The proposal to amend the Motor Carrier Safety Regulations was made by the Idaho Association of Chiropractic Physicians.

Under the present regulations, only licensed doctors of medicine or osteopathy are permitted to perform medical examinations of commercial vehicle drivers.

BMCS Director Dr. Robert A. Kaye said the objective of the regulations is to have drivers examined by medical examiners who are capable of diagnosing diseases, injuries, abnormalities, or other conditions which may affect the ability to operate a commercial motor vehicle safely, and which would disqualify a person from service as a commercial motor vehicle driver.

Interested persons are invited to submit written data, views or arguments pertaining to the proposed amendments. All comments should be filed with the Bureau on or before December 31, 1973, and addressed to Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
July 31, 1973

FHWA 47-73
(202) 426-0677

The Federal Highway Administration of the Department of Transportation reported today that 105.6 billion gallons of motor fuel were taxed and consumed in the United States in 1972. Net State motor-fuel tax receipts amounted to \$7.59 billion. Federal motor-fuel taxes, which are funneled into the Highway Trust Fund, are not included in this report.

Data compiled from reports from State agencies to the Federal Highway Administration show that the consumption of motor fuel taxed at prevailing rates was 7.7 percent higher than in 1971, the greatest annual increase in 17 years. Net State motor-fuel receipts were 10.0 percent higher, reflecting a number of tax rate increases.

The States reported that 110.1 billion gallons of motor fuel were consumed in 1972, excluding military use, but 4 percent was tax exempt or subject to full tax refund. The total gallonage taxed was 105.6 billion gallons (passing 100 billion for the first time), of which over 600 million gallons were taxed at lower-than-prevailing rates because of special use. The net of 105.0 billion was made up of 96.7 billion gallons of gasoline and 8.3 billion gallons of special fuels (primarily diesel fuel, with small amounts of liquefied petroleum gases). The special-fuels total was 12.7 percent greater than in 1971. The use of nongasoline fuels has doubled twice in the last 14 years, and now constitutes more than 7.5 percent of the motor-fuel market.

California led the States with 10.6 billion gallons (net quantity taxed), and was the first State to exceed 10 billion gallons consumed. Texas was second with 7.3 billion gallons, and New York third with almost 6 billion gallons. Pennsylvania, Ohio, Illinois, Michigan, Florida, New Jersey, and Indiana reported amounts ranging from 5.4 billion to 3.0 billion gallons. These 10 States accounted for over 51 percent of the total U.S. taxed motor fuel, and over 50 percent of the net motor-fuel tax receipts in 1972. Eight other States each reported consumption of more than 2 billion gallons.

(more)

Gross receipts from State gallonage taxes totaled \$7.81 billion, and related fees yielded another \$61 million. Deductions of refunds, distributor's expenses, and dedications (3.5 percent of all gallonage collections) left a 1972 net total of \$7.59 billion.

State gasoline tax rates at the end of 1972 ranged from 5 to 10 cents per gallon, with a weighted national average of 7.33 cents. Two States did not tax diesel fuel, while nine States taxed it at rates higher than those for gasoline.

The motor-fuel consumption figures and tax receipts for each State are given in the attached tables.

2 Attachments

STATE MOTOR-FUEL TAX RECEIPTS--1972¹

Compiled for the calendar year from reports of State authorities and other sources

(In thousands of dollars)

TABLE MF-1
JULY 1973

STATE	TAX RATE ON DECEMBER 31 IN CENTS PER GALLON		RECEIPTS FROM TAXATION OF MOTOR FUEL							OTHER RECEIPTS IN CONNECTION WITH MOTOR-FUEL TAX					ADJUSTED NET TOTAL RECEIPTS	STATE
	GASOLINE	SPECIAL FUELS (DIESEL, BUTANE, ETC.) 2/	GROSS TAX COLLECTIONS 3/	DEDUCTIONS BY DISTRIB- UTORS FOR EXPENSES	GROSS RECEIPTS BY STATE	REFUNDS PAID	NET RECEIPTS BY STATE	DEDICATED REVENUE FROM NONHIGHWAY GASOLINE 4/	ADJUSTED NET GALLONAGE RECEIPTS	DISTRIBUTORS AND DEALERS LICENSES	INSPECTION FEES 5/	FINES AND PENALTIES	MISCEL- LANEOUS RECEIPTS	TOTAL		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	
Alabama	7	8 & 7	138,591	489	138,102	953	137,149	595	136,554	446	5,863	-	1,931	8,240	144,794	Alabama
Alaska	8	6/ 8 & 0	10,133	-	10,133	196	9,937	524	9,413	-	-	(7/)	-	(7/)	9,413	Alaska
Arizona	7	7	85,620	-	85,620	2,112	83,508	665	82,843	20	-	175	-	195	83,038	Arizona
Arkansas	7.5	8.5 & 7.5	91,373	8/ 218	91,155	634	90,521	-	90,521	-	605	-	-	605	91,126	Arkansas
California	7	7 & 6	735,000	-	735,000	14,229	720,771	10,511	710,260	14	-	-	5	19	710,279	California
Colorado	7	7	91,009	8/ -	91,009	3,894	87,115	-	87,115	-	-	-	175	175	87,290	Colorado
Connecticut	10	10	140,426	-	140,426	1,401	139,025	-	139,025	69	-	12	573	654	139,679	Connecticut
Delaware	8	8	24,069	-	24,069	380	23,689	-	23,689	6	-	-	-	6	23,695	Delaware
Florida	8	8	330,555	1,069	329,486	4,321	325,165	629	324,536	64	4,858	-	1	4,923	329,459	Florida
Georgia	7.5	7.5	222,566	8/ 1,612	220,954	3,130	217,824	-	217,824	-	-	137	382	523	218,347	Georgia
Hawaii	5	5 & 4	13,622	-	13,622	138	13,484	38	13,446	-	-	2	-	2	13,448	Hawaii
Idaho	6/ 8.5	6/ 8.5	39,165	8/ 369	38,796	2,132	36,664	455	36,209	-	-	-	47	47	36,256	Idaho
Illinois	7.5	7.5	390,970	7,827	383,143	18,889	364,254	2,016	362,238	-	-	-	-	-	362,238	Illinois
Indiana	8	8	243,541	8/ 2,407	241,134	6,595	234,539	1,451	233,088	20	2,083	14	-	2,117	235,205	Indiana
Iowa	7	8 & 7	125,499	8/ -	125,499	14,009	111,490	961	110,529	1	(7/)	84	8	93	110,622	Iowa
Kansas	7	8 & 5	96,993	-	96,993	8,550	88,443	-	88,443	7	134	-	33	174	88,617	Kansas
Kentucky	6/ 9/ 9	6/ 9/ 9	140,707	8/ 1,634	139,073	2,419	136,654	-	136,654	-	-	-	-	-	136,654	Kentucky
Louisiana	8	8	144,203	-	144,203	1,824	142,379	-	142,379	-	535	82	(7/)	617	142,996	Louisiana
Maine	9	9	49,957	-	49,957	868	49,089	533	48,556	-	-	15	-	15	48,571	Maine
Maryland	6/ 9	6/ 9	150,535	8/ -	150,535	2,540	147,995	433	147,562	-	-	126	226	352	147,914	Maryland
Massachusetts	7.5	7.5	159,539	1,811	157,728	775	156,953	2,314	154,639	208	-	-	-	208	154,847	Massachusetts
Michigan	7	7	315,463	-	315,463	7,230	308,233	4,385	303,848	18	-	90	-	108	303,756	Michigan
Minnesota	7	7	150,473	-	150,473	11,391	139,082	990	138,092	18	499	(7/)	-	517	138,609	Minnesota
Mississippi	10/	10 & 8	105,775	-	105,775	1,418	104,357	329	104,028	-	-	38	904	942	104,970	Mississippi 10/
Missouri	6/ 7	6/ 7	153,252	8/ -	153,252	6,039	147,213	-	147,213	(7/)	214	31	40	285	147,498	Missouri
Montana	7	9 & 7	35,354	-	35,354	2,020	33,334	182	33,152	-	-	77	287	364	33,516	Montana
Nebraska	8.5	8.5	81,189	896	80,293	4,518	75,775	538	75,237	11	-	37	1	12	75,249	Nebraska
Nevada	6	6	24,582	8/ 222	24,360	428	23,932	392	23,540	(7/)	107	-	-	144	23,684	Nevada
New Hampshire	9	9	36,289	-	36,289	746	35,543	104	35,439	-	-	60	-	60	35,499	New Hampshire
New Jersey	6/ 8	6/ 8 & 4	253,913	-	253,913	5,972	247,941	-	247,941	127	-	44	(7/)	171	248,112	New Jersey
New Mexico	7	7	51,021	-	51,021	758	50,263	264	49,999	16	-	103	297	416	50,415	New Mexico
New York	6/ 8	6/ 10 & 8	500,310	391	499,919	6,928	492,991	4,500	488,491	35	-	-	49	84	488,575	New York
North Carolina	9	9	262,619	-	262,619	6,398	256,221	-	256,221	-	7,248	100	260	7,608	263,829	North Carolina
North Dakota	7	7	30,133	8/ 627	29,506	7,472	22,034	77	21,957	(7/)	161	-	4	165	22,122	North Dakota
Ohio	7	7	366,015	-	366,015	8,962	357,053	1,785	355,268	-	-	-	-	355,268	355,268	Ohio
Oklahoma	6.5	6.5	107,676	2,446	105,230	-	105,230	-	105,230	-	1,201	99	-	1,300	106,530	Oklahoma
Oregon	7	7	82,215	-	82,215	2,708	79,507	43	79,464	-	-	-	18	-	79,482	Oregon
Pennsylvania	8	8	415,032	4,254	410,778	5,415	405,363	157	404,906	-	-	139	454	593	405,799	Pennsylvania
Rhode Island	8	8	31,477	-	31,477	320	31,157	-	31,157	1	-	-	-	1	31,158	Rhode Island
South Carolina	6/ 8	6/ 8	111,812	350	111,462	1,413	110,049	430	109,619	-	3,713	-	557	4,270	113,889	South Carolina
South Dakota	7	7 & 6	35,224	8/ 813	34,411	5,548	28,863	206	28,657	2	-	13	66	81	28,738	South Dakota
Tennessee	7	8 & 7	163,442	8/ 2,209	161,233	708	160,525	-	160,525	-	22,898	38	-	22,936	183,461	Tennessee
Texas	5	6.5 & 5	378,841	8/ 7,425	371,416	5,365	366,051	2,300	363,751	-	-	62	-	62	363,813	Texas
Utah	7	7	44,702	8/ 413	44,289	465	43,824	377	43,447	(7/)	-	28	463	491	43,938	Utah
Vermont	9	No Tax	21,759	-	21,759	-	21,759	57	21,702	-	-	-	-	-	21,702	Vermont
Virginia	6/ 9/ 9	6/ 9/ 9	196,942	-	196,942	2,839	194,103	428	193,675	2	-	49	-	51	193,726	Virginia
Washington	9	9	159,203	-	159,203	2,989	156,214	804	155,410	(7/)	-	-	38	38	155,448	Washington
West Virginia	8.5	8.5	71,145	-	71,145	2,503	68,642	-	68,642	2	-	-	241	243	68,885	West Virginia
Wisconsin	7	7	158,533	-	158,533	7,578	150,955	91	150,864	-	756	22	-	778	151,642	Wisconsin
Wyoming	7	No Tax	23,111	-	23,111	1,200	21,911	212	21,699	3	-	-	-	3	21,702	Wyoming
Dist. of Col.	6/ 8	6/ 8	18,282	-	18,282	41	18,241	-	18,241	10	-	-	-	10	18,251	Dist. of Col.
Total	11/ 7.33	11/ 7.62	7,809,857	37,482	7,772,375	199,361	7,573,014	39,976	7,533,038	1,104	50,875	1,695	7,042	60,716	7,593,754	Total
Percentage	-	-	100.00	0.48	99.52	2.55	96.97	0.51	96.46	-	-	-	-	-	-	Percentage

1/ This table includes the revenues from State taxes on all motor-vehicle fuels. In most States, however, the tax on special fuels (fuels other than gasoline) is applicable only to the gallonage used on the highways. For the few States that apply the tax to all fuel sold, the revenue and refunds covering the nonhighway portion of these special fuels have been excluded.

2/ Where two tax rates are shown for a State, the first applies to diesel fuel and the second to liquefied petroleum gases. Some States impose additional registration fees or mileage taxes on vehicles using special fuels. Such additional fees in Vermont and Wyoming are in lieu of gallonage taxes. Natural gas in California is taxed at 6 cents per gallon or 7 cents per 100 cubic feet.

3/ Includes, in some States, receipts in the form of tax credits for refund claims accepted by distributors acting as agents of the State and refund credits to users who are licensed as distributors.

4/ The amounts in this column are proceeds from the taxes on aviation and marine uses of gasoline that were dedicated for improvement of aviation and marine facilities, except: In Nebraska, North Dakota, Oregon, Pennsylvania, Vermont, Wisconsin, and Wyoming these amounts are tax proceeds from aviation gasoline use only; and in Florida, Illinois, Indiana, Maryland, Massachusetts, New York, Ohio, and South Carolina they are tax proceeds from marine gasoline use only. The amounts for California and Virginia include tax on gasoline used for agricultural purposes. This tax was dedicated for agricultural research.

5/ Fees for inspection of motor-vehicle fuel. Insofar as possible, fees for inspection of fuels not used on the

highways have been eliminated.

6/ Tax rate changes in 1972 were as follows: Alaska, 8 cents to no tax (LPG), July 1; Idaho, 7 to 8.5 cents, April 1; Kentucky, Maryland, and Virginia, 7 to 9 cents, July 1; Missouri, 5 to 7 cents, August 13; New Jersey, 7 to 8 cents (gasoline and diesel) and 3.5 to 4 cents (LPG), July 1; New York, 7 to 8 cents (gasoline and LPG) and 9 to 10 cents (diesel), February 1; South Carolina, 7 to 8 cents, September 1; District of Columbia, 7 to 8 cents (gasoline and diesel) and no tax to 8 cents (LPG), February 1.

7/ Less than \$500 dollars.

8/ Following are percentage allowances made in consideration of both expense of collection and gallonage losses in handling (estimates of the allowance for expense only are shown in parentheses): Arkansas, from 1 to 2 (from 0 to 1); Idaho, Indiana, Nevada, and Utah, 2(1); Kentucky, 2 1/4 (1 1/4); South Dakota, from 2 to 4 1/2 (from 1 to 3 1/2); Colorado, Georgia, Iowa, Maryland, Missouri, North Dakota, Tennessee, and Texas also make allowances for both purposes, but segregation between collection expense and loss is not available.

9/ Trucks or combinations with more than two axles pay an 11-cent tax.

10/ Special county taxes of 3 cents per gallon in Hancock County, and 2 cents per gallon in Harrison and Jackson Counties, imposed for seaway protection, are not included in this table.

11/ Weighted average tax rate (special fuels rate excludes Vermont and Wyoming). Weighted average rate for all motor fuel was 7.32 cents per gallon.

MOTOR-FUEL CONSUMPTION-1972¹

Compiled for the calendar year from reports of State authorities and other sources

(In thousands of gallons)

TABLE MF-2
JULY 1973

STATE	GROSS GALLONS REPORTED 2/	GALLONS EXEMPTED FROM PAYMENT OF TAX 3/	GROSS GALLONS ASSESSED FOR TAXATION	GALLONS SUBJECT TO REFUND OF ENTIRE TAX	NET AMOUNT TAXED										AT OTHER RATES 5/		STATE
					NET TOTAL GALLONS	AT PREVAILING RATES											
						GASOLINE			SPECIAL FUELS			ALL MOTOR FUELS					
						TAX RATE ON DEC. 31 IN CENTS PER GALLON	NUMBER OF GALLONS	PERCENT CHANGE 1972 1971	TAX RATE ON DEC. 31 IN CENTS PER GALLON	NUMBER OF GALLONS	PERCENT CHANGE 1972 1971	NUMBER OF GALLONS 1972	NUMBER OF GALLONS 1971	PERCENT CHANGE 1972 1971			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)		
Alabama	1,958,405	17,407	1,940,998	-	1,940,998	7	1,761,307	6.4	8 & 7	164,487	12.7	1,925,794	1,801,921	6.9	Various	15,204	Alabama
Alaska	181,463	47,308	134,155	121	134,034	8	105,556	6/ 10.4	7	116,830	6/ 96.682	1,203,197	17,204	18.4	Various	17,204	Alaska
Arizona	1,244,187	11,104	1,233,083	23,710	1,209,373	7	1,076,421	12.3	8 & 0	126,776	9.37	1,111,401	1,075,250	12.0	1	6,176	Arizona
Arkansas	1,256,377	23,618	1,232,759	536	1,232,223	7.5	1,089,591	9.1	8.5 & 7.5	131,503	17.2	1,221,494	1,111,401	9.9	2	10,729	Arkansas
California	10,734,533	2,809	10,731,724	131,477	10,600,247	7	9,887,155	7.0	7 & 6	658,429	6.9	10,545,584	9,859,052	7.0	1 & 2	54,663	California
Colorado	1,390,637	35,509	1,355,128	58,269	1,296,859	7	1,206,673	9.6	7	90,186	13.3	1,296,859	1,180,546	9.9	-	-	Colorado
Connecticut	1,423,246	40,995	1,382,251	12,991	1,369,260	10	1,284,078	3.6	10	83,135	6.0	1,367,213	1,317,878	3.7	5	2,047	Connecticut
Delaware	306,130	5,264	300,866	4,756	296,110	8	280,642	6/ 4.3	8	15,468	1.9	296,110	284,128	4.2	-	-	Delaware
Florida	4,222,772	74,677	4,148,095	28,637	4,119,458	8	3,816,113	11.8	8	257,197	18.3	4,073,310	3,629,725	12.2	3 & 4	46,148	Florida
Georgia	2,984,184	10,260	2,973,924	2,973,924	2,973,924	7.5	2,660,482	8.6	7.5	298,437	10.7	2,958,919	2,718,668	8.8	1	15,005	Georgia
Hawaii	281,622	3,936	277,686	(6/)	277,686	5	261,385	5.8	5 & 4	10,553	9.4	271,938	256,644	6.0	1	5,748	Hawaii
Idaho	495,141	4,726	490,415	23,898	466,517	7/ 8.5	432,141	10.9	7/ 8.5	30,763	(6/)	462,904	423,846	9.2	3-5	3,613	Idaho
Illinois	5,423,945	253,781	5,170,164	215,194	4,954,970	7.5	4,563,076	8.3	7.5	391,894	11.0	4,954,970	4,565,266	8.5	-	-	Illinois
Indiana	3,114,761	60,868	3,053,893	79,679	2,974,214	8	2,636,279	6.4	8	337,955	15.7	2,974,214	2,769,797	7.4	-	-	Indiana
Iowa	1,847,338	31,149	1,816,189	199,797	1,616,392	7	1,437,860	3.5	8 & 7	178,532	16.3	1,616,392	1,542,958	4.8	-	-	Iowa
Kansas	1,493,049	29,415	1,463,634	125,098	1,338,536	7	1,210,914	8.3	8 & 5	127,622	18.3	1,338,536	1,226,281	9.2	-	-	Kansas
Kentucky	1,781,386	20,215	1,761,171	12,797	1,748,374	7/ 8/ 9	1,593,345	6/ 5.9	7/ 8/ 9	135,073	(6/)	1,728,418	1,613,025	6/ 7.1	Various	6/ 13,956	Kentucky
Louisiana	1,836,592	9,898	1,826,694	22,608	1,804,086	8	1,653,405	9.5	8	132,774	15.8	1,786,179	1,624,012	10.0	-	-	Louisiana
Maine	559,139	2,500	556,639	2,523	554,116	9	509,241	6.1	9	55,800	17.3	545,041	510,517	6.8	1 & 4	9,075	Maine
Maryland	1,884,278	7,501	1,876,777	18,367	1,857,920	7/ 9	1,753,161	7.0	7/ 9	104,749	11.6	1,857,910	1,731,864	7.3	-	-	Maryland
Massachusetts	2,423,893	13,990	2,409,903	15,732	2,394,171	7.5	2,284,648	6.4	7.5	109,523	4.3	2,394,171	2,251,339	6.3	-	-	Massachusetts
Michigan	4,834,540	210,982	4,623,558	101,960	4,521,598	7	4,257,831	7.0	7	248,366	14.2	4,506,197	4,197,840	7.3	Various	15,401	Michigan
Minnesota	2,232,839	33,485	2,199,354	157,533	2,041,821	7	1,883,327	4.3	10 & 8	152,771	6.5	2,036,098	1,949,459	4.4	Various	5,723	Minnesota
Mississippi	1,318,478	12,071	1,306,407	-	1,306,407	8	1,168,700	9.5		118,244	17.1	1,286,944	1,168,079	10.2	1	19,463	Mississippi
Missouri	2,905,076	49,797	2,855,279	115,983	2,739,296	7/ 7	2,502,122	5.3	7/ 7	237,174	9.6	2,739,296	2,592,692	5.7	-	-	Missouri
Montana	210,264	5,737	204,527	31,880	172,647	7	140,156	7.4	9 & 7	69,214	12.9	470,370	434,847	8.2	1	2,277	Montana
Nebraska	986,584	12,532	974,052	407	973,645	8.5	819,850	8.8	8.5	88,786	19.7	918,636	836,245	9.9	Various	55,009	Nebraska
Nevada	415,796	4,101	411,695	6,683	405,012	6	360,594	10.8		44,418	9.4	405,012	366,031	10.6	-	-	Nevada
New Hampshire	408,554	3,206	405,348	6,176	399,172	9	381,783	5.9	9	16,373	8.9	398,156	375,517	6.0	4	1,016	New Hampshire
New Jersey	3,451,111	26,263	3,424,848	79,151	3,345,697	7/ 8	3,082,094	9.6	7/ 8 & 4	263,603	7.2	3,345,697	3,057,016	9.4	-	-	New Jersey
New Mexico	759,877	17,766	742,111	10,723	731,388	7	681,894	7.3		95,494	12.5	727,388	673,909	7.9	-	-	New Mexico
New York	6,330,843	307,515	6,023,328	56,150	5,967,178	7/ 8	5,630,293	3.2	7/ 10 & 8	247,576	8.1	5,877,869	5,686,150	3.4	Various	89,309	New York
North Carolina	2,991,877	64,709	2,927,168	55	2,927,113	9	2,616,507	9.1	9	230,693	12.9	2,847,200	2,602,403	9.4	1	79,913	North Carolina
North Dakota	457,256	8,587	448,669	100,246	348,423	7	310,506	9.4	7	37,917	-0.8	348,423	322,079	8.2	-	-	North Dakota
Ohio	5,443,682	62,040	5,381,642	128,505	5,253,137	7	4,788,171	6.0	7	464,966	11.0	5,253,137	4,936,918	6.4	-	-	Ohio
Oklahoma	1,838,195	165,279	1,672,916	-	1,672,916	6.5	1,500,742	6.8	6.5	152,943	15.5	1,653,685	1,537,069	7.6	2	19,231	Oklahoma
Oregon	1,331,848	-	1,331,848	39,029	1,292,819	7	1,151,484	7.0	7	137,024	12.0	1,288,508	1,198,396	7.5	1	4,311	Oregon
Pennsylvania	5,552,008	85,891	5,466,117	49,402	5,416,715	8	4,865,550	7.1	8	540,816	17.6	5,406,366	4,918,827	9.9	1.5	10,349	Pennsylvania
Rhode Island	403,343	8,834	394,509	4,100	390,409	8	366,705	5.0	8	23,704	14.8	390,409	369,898	5.5	-	-	Rhode Island
South Carolina	1,547,597	17,676	1,529,921	7,912	1,522,009	7/ 8	1,387,470	8.6	7/ 8	124,834	17.8	1,512,304	1,383,204	9.3	1	9,705	South Carolina
South Dakota	507,784	8,581	499,203	73,012	426,191	7	376,224	8.7	7 & 6	37,689	10.4	413,913	380,308	8.8	3-5 & 4	12,278	South Dakota
Tennessee	2,323,976	23,090	2,300,886	2,859	2,298,027	7	2,062,308	9.5	8 & 7	227,468	18.0	2,289,776	2,076,166	10.3	1	8,251	Tennessee
Texas	7,627,208	182,718	7,444,490	107,396	7,337,094	5	6,740,183	7.9	6.5 & 5	583,702	14.3	7,323,885	6,757,426	8.4	4 & 6	13,209	Texas
Utah	675,442	22,941	652,501	-	652,501	7	581,634	9.4	7	60,779	20.9	642,613	582,215	10.4	0.5 & 4	9,868	Utah
Vermont	243,508	276	243,232	-	243,232	9	243,232	7.1	No Tax	-	-	243,232	227,122	7.1	-	-	Vermont
Virginia	2,613,909	65,056	2,548,853	18,302	2,530,551	7/ 8/ 9	2,270,515	7.6	7/ 8/ 9	238,027	10.4	2,508,542	2,326,601	7.8	Various	22,009	Virginia
Washington	1,763,890	11,074	1,752,816	47,559	1,705,257	9	1,585,350	3.0	9	119,590	14.7	1,704,940	1,642,742	3.8	2	317	Washington
West Virginia	827,260	3,675	823,585	15,822	807,763	8.5	735,615	6/ 3.5	8.5	91,514	16.1	807,129	770,231	6/ 4.8	4	634	West Virginia
Wisconsin	2,318,154	28,382	2,289,772	106,964	2,182,808	7	2,019,667	6.7	7	163,141	14.6	2,182,808	2,035,017	7.3	-	-	Wisconsin
Wyoming	335,778	3,869	332,509	-	332,509	7	249,797	9.4	No Tax	8,418	15.8	268,862	268,990	10.4	Various	35,647	Wyoming
Dist. of Col.	259,617	19,359	240,458	594	239,864	7/ 8	231,446	0.2	7/ 8	-	-5.4	239,864	239,772	0.0	-	-	Dist. of Col.
Total	110,055,592	2,171,822	107,883,770	2,245,093	105,638,677	2/ 7.33	96,656,623	7.3	2/ 7.62	8,344,639	12.7	105,001,262	97,504,969	7.7	2/ 2.28	10/ 637,415	Total
Percentage	100.00	1.97	98.03	2.04	95.99	-	87.83	-	-	7.58	-	95.41	-	-	-	0.58	Percentage

1/ This table includes data on all motor-vehicle fuels subject to State motor-fuel taxes, except special fuels (fuels other than gasoline) used for nonhighway purposes. It is not intended to reflect the amount of fuel used on the highways. For an analysis of motor-fuel usage, see tables MF-21 through MF-25.

2/ Export sales and other amounts not consumed as motor fuel in State have been excluded wherever possible.

3/ Includes Federal use, other public use, certain transit use, nonhighway use where initial exemptions rather than refunds are made, and allowances for evaporation and other losses. The maximum allowance used in the analysis to cover losses in storage and handling was one percent.

4/ Where two tax rates are shown for a State, the first applies to diesel fuel and the second to liquefied petroleum gases. Some States impose additional registration fees or mileage taxes on vehicles using special fuels. Such additional fees in Vermont and Wyoming are in lieu of gallonage taxes. Natural gas in California is taxed at 6 cents per gallon or 7 cents per 100 cubic feet.

5/ In some States fuel used for specific purposes is taxed or refunded at rates other than the prevailing rates shown in columns 6 and 9. In the case of aviation fuel, only aviation gasoline is included.

6/ Data for 1972 are not comparable to information shown for prior years. The 1971 Alaska data were revised; also,

the 1971 special-fuel figure is not comparable to those for other years. The 1971 Delaware data were revised. In Hawaii, gallonage formerly shown as refunded is now shown as taxed at other rates. In Idaho, the special fuel decrease reflects a gallonage adjustment. The 1971 Kentucky data were revised; some gallonage formerly shown as taxed at other rates is now shown as taxed at prevailing rates; also, as a result of a court decision, special fuel refunds covering a 10-year period were paid in 1971. The 1971 West Virginia data were revised.

7/ Tax rate changes in 1972 were as follows: Alaska, 8 cents to no tax (LPG), July 1; Idaho, 7 to 8.5 cents, April 1; Kentucky, Maryland, and Virginia, 7 to 9 cents, July 1; Missouri, 5 to 7 cents, August 13; New Jersey, 7 to 8 cents (gasoline and diesel) and 3.5 to 4 cents (LPG), July 1; New York, 7 to 8 cents (gasoline and LPG) and 9 to 10 cents (diesel), February 1; South Carolina, 7 to 8 cents, September 1; District of Columbia, 7 to 8 cents (gasoline and diesel) and no tax to 8 cents (LPG), February 1.

8/ Trucks or combinations with more than two axles pay an 11-cent tax.

9/ Weighted average tax rate (special fuels rate excludes Vermont and Wyoming). Weighted average rate for all motor fuel was 7.32 cents per gallon.

10/ Includes 80,046,000 gallons of special fuels.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
August 1, 1973

FHWA 50-73
(202) 426-0677

The Federal Highway Administration's Bureau of Motor Carrier Safety has issued an Advance Notice of Proposed Rule-making requesting comments on petitions filed with the Bureau seeking exemptions from provisions of the Motor Carrier Safety Regulations for certain lightweight motor vehicles.

Several petitions requested exemption from the accident reporting provisions of Part 394 of the Motor Carrier Safety Regulations for lightweight motor vehicles with an unladen weight of 10,000 pounds or less or a laden weight of 16,000 pounds or less. One petition is seeking an exemption from Parts 391-396 of the Motor Carrier Safety Regulations for the operations of all motor vehicles of 10,000 pounds gross vehicle weight rating or less except when such vehicles are engaged in the transportation of passengers or are transporting hazardous materials requiring placarding under the provisions of 49 CFR 177.823.

To give all concerned persons an additional opportunity to state their views on the petitions and other matters covered in the Notice, public hearings will be held in the following cities:

- Washington, D.C. - September 18, 1973
- San Francisco, California - October 10, 1973
- Kansas City, Kansas - November 1, 1973

Interested persons who desire to make an oral statement at the hearings are requested to notify the Director of the Bureau of Motor Carrier Safety by September 7, 1973, stating the preferred location and the amount of time required for their statement.

BMCS Director Robert A. Kaye said, "It appears that there is no general consistency among the various administrative exemption clauses as to what a "lightweight vehicle" is, or in specifying the circumstances in which the exemption applies. There also are some apparent inconsistencies concerning exemptions based on geography.

"Consequently the Bureau will review the overall picture of administrative exemptions based on vehicle size, weight, and geography, or operation, for determining whether a general policy of such exemptions can be evolved," Dr. Kaye added.

Written data, views or arguments should be submitted to the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, Washington, D. C. 20590, on or before January 15, 1974.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY P.M.
August 3, 1973

FHWA 49-73
(202) 426-0677

The Department of Transportation's Federal Highway Administration today awarded 48 fellowships worth \$5,000 each for full time graduate study in highway safety and traffic engineering during the 1973-74 academic year.

Federal Highway Administrator Norbert T. Tiemann said:

"The objective of the program is to assist State and local agencies to develop the expert manpower needed for the implementation of their highway safety programs. We believe that the specialized training provided by this fellowship program will yield more effective safety programs, and greater safety benefits to drivers and pedestrians. This is in line with President Nixon's determination to make all of our travel modes safer and more efficient."

The fellowship program is administered by FHWA's National Highway Institute in cooperation with the FHWA Office of Highway Safety.

Approximately 125 candidates for the program were evaluated by a panel of judges representing safety interests in both government and industry. The 48 successful candidates represent 22 States and will attend 26 universities. Of the fellowship winners, 35 are employed by States, six by cities, and two by county agencies, and five are students.

The candidates were permitted to select their own universities, provided that they had the required safety and traffic courses.

The selected universities will be responsible for designating faculty advisors prior to commitment of funds by the Federal Highway Administration. Advisors will submit reports of student progress as requested by the National Highway Institute. The universities also will be responsible for administering the fellowship grants.

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Fellowship recipients must agree to remain as employees with State or local jurisdictions in a field related to highway safety for at least 3 years after completing the graduate studies. During this 3 year interval, they will be requested to respond to brief annual questionnaires that will assist the NHI in the evaluation of the worth of the program.

Those who have been awarded fellowships, along with the university or college which they will attend, and their present employers are as follows:

Henry R. Mitchell, 1143 Litwin Drive, Concord, Calif., (University of California - Berkeley), City of Concord, California.

Victor A. McSwain, 23 Kirby Street, Mobile, Alabama, (Pennsylvania State University), City of Mobile, Alabama.

Daniel N. Murray, 171 Roosevelt Road, Hyde Park, N. Y., (Pennsylvania State University), New York State Department of Transportation.

John M. McInturff, 502A College Main, College Station, Texas, (Texas A&M), Student.

John L. Sanford, 1505 1/2 S. Marshall Street, Route 4, Paris, Illinois (University of Illinois), Illinois Department of Transportation.

Donald S. Senn, 8510 Weipert Drive, Spokane, Washington, (University of Washington), Washington Department of Highways.

Leigh A. Chizek, 8 Agate Way, Williamston, Michigan, (Pennsylvania State University), Michigan Department of Highways.

Woodrow H. Gump, Rural Route #1, Makanda, Illinois, (Southern Illinois University), Illinois Department of Transportation.

Charles F. Sterling, 33 Wachusett Road, Needham, Massachusetts, (Pennsylvania State University), Massachusetts Department of Public Works.

Dwayne C. Clemons, 421 Aylesford Place, Apt. 5, Lexington, Kentucky, (University of Kentucky), Student

Victor L. Hernandez, 13101 Magnolia Boulevard, Sherman Oaks, California, (University of California at Los Angeles), City of Los Angeles, California.

Wayne D. Pickerill, P.O. Box 114, Rigby, Idaho, (University of Washington), Idaho Department of Highways.

Carl J. Hoffstedt, 2450 Valders Avenue, North, Minneapolis, Minnesota (University of Minnesota), Minnesota Department of Highways.

Bernard W. Stascavage, 629 Main Street, Duryea, Pennsylvania, (Pennsylvania State University), Pennsylvania Department of Transportation.

George W. Indahl, 213 East Harriet Avenue, Palisades Park, New Jersey, (Newark College of Engineering), New Jersey Department of Transportation.

David F. Kundrat, 1612 Bevan Road, Pittsburgh, Pennsylvania, (University of Pittsburgh), Pennsylvania Department of Transportation.

Arthur H. Breneman, 4 West Dulles Drive, Camp Hill, Pennsylvania, (Pennsylvania State University), Pennsylvania Department of Transportation.

Richard B. Nassi, 5502 First Street, NW., Seattle, Washington, (Pennsylvania State University), City of Everett, Washington.

Louis C. Schultz, Jr., 128 Hanibal Street, Blossburg, Pennsylvania, (Pennsylvania State University), Pennsylvania Department of Transportation.

Edward J. Baszczewski, 1213 Mulberry Street, Montoursville, Pennsylvania, (Pennsylvania State University), Pennsylvania Department of Transportation.

Thomas E. Lentz, 6527 Fifth Street, NE., Seattle, Washington, (Pennsylvania State University), Washington Department of Highways.

Richard W. Marcinkevage, 210 N. Ridge Street, Bellefonte, Pennsylvania, (Pennsylvania State University), Pennsylvania Department of Transportation.

Gary R. Williams, Box 538, RD I, Linden, Pennsylvania, (Pennsylvania State University), Pennsylvania Department of Transportation.

Barry C. House, 322 E. Maxwell, Lexington, Kentucky, (University of Kentucky), Kentucky Department of Highways.

Paul J. Toomey, 2034 Mission Boulevard, San Diego, California,
(Pennsylvania State University), City of San Diego, California.

Vernon E. Dotson, Rural Route #3, West Frankfort, Illinois,
(University of Illinois), Illinois Department of Transportation.

Larry V. Hoffman, 5308 Willow Cliff Road, Apt. 266, Oklahoma City,
Oklahoma, (Purdue University), Oklahoma Department of Highways.

William L. Pugh, 128 12th Avenue, E, Seattle, Washington,
(Pennsylvania State University), King County, Washington.

Ricardo T. Quiroz, P.O. Box 106, Valdez, Alaska, (University
of Colorado), Alaska Department of Highways.

Harold H. Newton, Jr., 145 N. Walnut Street, Bath, Pennsyl-
vania (Pennsylvania State University), Pennsylvania Department of
Transportation.

Terry P. Carlson, 309 W. Front Street, Oil City, Pennsylvania,
(Pennsylvania State University), Pennsylvania Department of Transpor-
tation.

Ramey F. Kemp, 1429 North King Charles Road, Raleigh,
North Carolina, (North Carolina State University), North Carolina Highway
Commission.

Paul A. Patneaude, 111 Crane Avenue, Taunton, Massachusetts,
(University of Massachusetts), Massachusetts Department of Public
Works.

Edward T. Gergerich, 318 Hawthorne Road, Pittsburgh, Pennsyl-
vania, (Pennsylvania State University), Pennsylvania Department of
Transportation.

Ronald D. Koehn, 2021 Bluebonnett, No. 204, Austin, Texas,
(Texas A & M), City of Austin, Texas.

Steven W. Standard, Box 1019, Farisee House, Clarkson College
of Technology, Potsdam, New York, (Pennsylvania State University),
Student.

Glenn A. Beckwith, 2435 Cabin Hill Road, Donelson, Tennessee,
(University of Tennessee), Tennessee Department of Transportation.

Anis A. Tannir, 1840 Western Avenue, Albany, New York,
(Rensselaer Polytechnical Institute), New York State Department of
Transportation.

Donald R. Morton, 5000 Glen Forest Drive, Raleigh,
North Carolina, (North Carolina State University), North Carolina Highway
Commission.

David B. McBride, 410 Cushman Road, Wilmington, Delaware,
(University of Delaware), Delaware Department of Highways and Transportation.

Kerry R. Grasser, 404 Russell Avenue, Williamsport, Pennsyl-
vania, (University of Maryland), Pennsylvania Department of Trans-
portation.

Thomas Lewis Maleck, P.O. Box 397, Lainsburg, Michigan,
(Michigan State University), Michigan Department of Highways.

Ernest James Peters, A-13 Spreading Oak Trailer Park, Athens,
Ohio, (Ohio University), Athens County, Ohio.

Robert Douglas Morgan, 220 - F Custer Avenue, Helena, Montana,
(Montana State University), Montana Department of Highways.

Bruce Edward Houghton, 351 South Winooski Avenue, Burlington,
Vermont, (University of Connecticut), Student.

Roy T. Perkins, 7 Hope Street, Niantic, Connecticut, (University
of Connecticut), Connecticut Department of Transportation.

Mark G. Goode, III, 1201 Tinnin Ford, No. 141, Austin, Texas,
(University of Texas), Student.

Kenneth Lee Kyte, 705 Centre Street, Trenton, New Jersey,
(Polytechnic Institute of Brooklyn), New Jersey Department of Transpor-
tation.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.
August 3, 1973

FHWA 51-73
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann today announced activation of a new policy which will allow States to use Federal-aid highway funds to provide special housing for persons whose homes are displaced by Federal-aid highway projects and for whom comparable replacement sale or rental housing is not available.

The new policy, known as "last resort housing," was issued by the Federal Highway Administration as a Policy and Procedure Memorandum to implement a requirement of the Federal Uniform Relocation Assistance Act of 1970. This Act provides that when Federal projects cannot proceed to actual construction because comparable "decent, safe, and sanitary (DSS)" housing is not available for displaced owners, heads of Federal agencies funding such projects may take action "to provide such housing by use of funds authorized for the project."

Administrator Tiemann said the new policy "purposely provides for broad latitude and creative thinking by the State highway agencies to encourage them to use innovative methods to provide such housing."

In addition, he noted that the new policy would help to advance to early construction highway projects delayed because comparable DSS housing was not available.

"This new policy," the Administrator said "is part of a continuing effort by the Federal Highway Administration to assure that Federal-aid

highway projects make the fullest possible contribution to the enhancement of American life. Providing decent, safe, and sanitary replacement housing for those individuals whose homes are displaced by highway projects is just as important as the economic, cultural and recreational benefits and opportunities which result from these highway improvements."

The new policy authorized States to plan and provide "last resort" housing involving 25 dwelling units or less without review by special advisory committees or other agencies. In addition, the FHWA Division Engineer in each State is empowered to approve the State plans.

An indication of the need and the enthusiasm for this new policy at the State level is the fact that three States -- California, Florida, and Hawaii -- are already planning "last resort" housing projects, while Kentucky is nearing completion of the first large project of this nature. At least five other States have indicated they are actively considering such projects.

The Federal Highway Administration was one of the first Federal agencies to provide relocation assistance under the Federal-Aid Highway Act of 1962, and the Federal-Aid Highway Act of 1968 was the landmark legislation in the field of Federal relocation assistance, serving as a model for the government-wide Uniform Relocation Assistance Act of 1970.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
August 7, 1973

FHWA 52-73
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann today announced that a training specialist for the Virginia Department of Highways has begun a year's assignment as States' training officer for FHWA's National Highway Institute in Washington, D. C.

Alfred L. Miller, an employee of the Virginia Department of Highways since 1965 and training supervisor for the past 4 years, was selected for the temporary assignment in recognition of the outstanding training program which has been developed by the Virginia Department of Highways.

He is the first State employee employed under the Intergovernmental Personnel Act of 1970.

IPA is the first comprehensive law designed to enhance governmental services to the public through energetic personnel management and personnel resources of State and local governments.

The Intergovernmental Personnel Act makes it possible for key personnel, with recognized expertise to move between Federal, State and local governments, colleges and universities, for a 2-year period performing duties that are of benefit to all participating parties.

A native of Norfolk, Virginia, the 42-year-old Miller is a graduate of Virginia Military Institute, and holds a master's degree in education from the University of Virginia. He is a member of the American Society for Training and Development, the National Society for Programmed Learning, and the civil and highway engineering technology curriculum advisory committee for J. Sargeant Reynolds Community College in Henrico County, Virginia.

During the 12-month assignment, Mr. Miller's duties will include:

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=-Compilation of data and materials on highway training programs developed by agencies in several States and making them available to all other State highway and transportation departments.

=-Assist in evolving methods of disseminating a National Highway Institute maintenance management course.

=-Meticulous evaluation of State-prepared training materials for use in the Federal-State cooperative highway programs.

Commenting on the program, Federal Highway Administrator Norbert T. Tiemann said:

"There is no greater concern or higher priority at the Federal Highway Administration than highway safety. This form of Federal-State cooperative training venture is but another step in our continuing efforts to achieve even greater safety on our Nation's highways. It responds to the mandate by President Nixon to reduce by all means the highway accident rate."

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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590
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FIRST CLASS





DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
August 8, 1973

FHWA 56-73
(202) 426-0677

Lester P. Lamm today was sworn in as Executive Director of the Department of Transportation's Federal Highway Administration.

The oath of office was administered by Secretary of Transportation Claude S. Brinegar.

Mr. Lamm succeeds Martin F. Maloney, who retired on July 26.

The office of Executive Director is the highest career position in the Federal Highway Administration, and third in rank, behind the Federal Highway Administrator and the Deputy Federal Highway Administrator.

Mr. Lamm, who had been chief of the Urban Planning Division of FHWA's Office of Highway Planning, began his highway career with FHWA's predecessor organization, the Bureau of Public Roads, in 1955. He has served in a variety of assignments in various parts of the country, including highway engineer, programming and planning engineer, assistant planning engineer, and Special Assistant to the Federal Highway Administrator. In 1971 he was named Deputy Regional Federal Highway Administrator for FHWA's Region I at Delmar, New York.

A native of Hull, Massachusetts, Mr. Lamm graduated in 1955 from Norwich University in Northfield, Vermont, with a Civil Engineering Degree, and he completed graduate work at the Massachusetts Institute of Technology and the University of Maryland. He served for two years with the U. S. Army Corps of Engineers, and was honorably discharged in 1957 with the rank of first lieutenant.

- more ~

During his career with FHWA, Mr. Lamm has received several awards, including the Sustained Superior Performance Award and a Quality Increase Award.

He is married to the former Mary Briden, and with their three children, Diana, 11, Deborah, 8, and Michael, 3, they reside in McLean, Virginia.

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52707

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590
Official Business

PENALTY FOR PRIVATE USE, \$300

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY A.M.
August 20, 1973

FHWA 55-73
(202) 426-0677

The Transportation Department's Federal Highway Administrator Norbert T. Tiemann announced today an agreement between his agency and the National Park Service of the Department of the Interior concerning traffic control devices on roads in National Parks.

Under the agreement, all traffic control devices used on roads traversing National Parks--including both Park Service and State-owned roads--will be in substantial conformance with the national standards applicable to all other public highways.

Included are all warning and regulatory signs, along with required traffic signals and pavement markings.

At the same time, to preserve the basic park atmosphere, informational, directional, and service signs on highways owned and operated by the National Park Service will have a white legend on a brown background. In addition, a series of recreational symbols have been approved as legend components for use on certain Park Service roads and trails.

Commenting on the agreement between the two Federal agencies, Administrator Tiemann said:

"Here, I think, is a fine example of the needs of our citizens being amicably satisfied in two areas--environment and highway safety--both of which are on President Nixon's high-priority list.

"Use of the standard traffic control devices will make driving safer for visitors to our National Parks--but at the same time, the essential, and very desirable, character of the Parks will be maintained. It is an example of where everyone gains."

- more -

The agreement provides that all new signs installed after December 31, 1973, will be in accord with the national standards, and conversion of all existing signs on National Park Service roads will be completed by December 31, 1978.

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52701

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

Official Business

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY P.M.
August 22, 1973

FHWA 57-73
(202) 426-0677

The Federal Highway Administration's Bureau of Motor Carrier Safety has announced the location, date, and time of its first public hearing relating to an Advance Notice of Proposed Rule Making, Lightweight Vehicle Exemption (Federal Register, Volume 38, Number 140, page 19692).

The hearing will be held in Room 2230 of the Department of Transportation Headquarters Building, Washington, D. C., at 9 a. m. on September 18. Details of public hearings to be held in San Francisco, California and Kansas City, Missouri, will be announced later.

Any person who wishes to make an oral statement at the hearing is requested to notify the Director of the Bureau of Motor Carrier Safety, Federal Highway Administration, Washington, D. C. 20590, by September 7, stating the amount of time required for his presentation.

52721

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY A.M.
August 23, 1973

FHWA-58-73 (202-426-0677)
QUARTERLY REPORT ON THE FEDERAL-AID
HIGHWAY PROGRAM, JUNE 30, 1973

Secretary of Transportation Claude S. Brinegar said today that work has either been completed or is underway on 98.7 percent--or 41,960 miles--of the 42,500-mile Interstate System.

He said only 540 miles, or 1.3 percent, have not yet advanced to the point where location public hearings have been held.

Information compiled by the Department of Transportation's Federal Highway Administration as of June 30, 1973, showed that 34,848 miles--or 82.0 percent--of the Interstate System are now in use, with construction underway on another 3,206 miles.

"This represents an addition of 1,326 miles completed in the 12-month period since June 30, 1972," Secretary Brinegar said. "It reflects the steady progress being made in constructing this, the safest and best engineered highway network in the world."

As currently designated, the System consists of 34,234 miles of rural and 8,266 miles of urban highways. As of this report, 28,104 miles or 82.1 percent of the rural mileage, and 6,744 miles or 81.6 percent of the urban mileage were open to traffic.

The total mileage in use by passenger and commercial vehicles rose from 33,522 a year ago and 34,493 as of March 31, 1973, the date of the last survey, to 34,848 as of June 30.

In addition to the sections open to traffic, 3,206 miles were under construction as of June 30, engineering or right-of-way acquisition prior to construction was in progress on another 3,383 miles; and route location approval was pending on 523 additional miles for which public hearings had been held.

(more)

The status of the Interstate System as of June 30, 1973, is shown on the accompanying map, and in detail in table I. In summary, the status follows: 1/

	<u>Urban</u>		<u>Rural</u>		<u>Total</u>	
	<u>Miles</u>	<u>Percent</u>	<u>Miles</u>	<u>Percent</u>	<u>Miles</u>	<u>Percent</u>
1. Improved and open to traffic <u>2/</u>	6,744	81.6	28,104	82.1	34,848	82.0
2. Under construction	584	7.1	2,622	7.7	3,206	7.5
3. Location approved-construction not started	679	8.2	2,704	7.9	3,383	8.0
4. Public hearing held-approval pending	100	1.2	423	1.2	523	1.2
5. No location action taken	<u>159</u>	<u>1.9</u>	<u>381</u>	<u>1.1</u>	<u>540</u>	<u>1.3</u>
	8,266	100.0	34,234	100.0	42,500	100.0

1/ Items 3, 4 and 5 correspond to first two columns in the table on opposite page. "Preliminary Status or Not Yet in Progress," and "Engineering or Right-of-way."

2/ Includes 2,308 miles of toll roads.

Some \$51.55 billion has been put to work on the Federal-aid Interstate program since the accelerated program began in 1956. Work completed since July 1, 1956, has cost \$38.57 billion, of which \$32.22 billion was for construction and \$6.35 billion for engineering and right-of-way acquisition. As of June 30, 1973, work estimated to cost \$12.98 billion was underway or authorized, including \$8.79 billion of construction; and \$4.19 billion of engineering and right-of-way acquisition. Interstate financing data, by States, are reported in table II.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extensions, and the new urban system, for which \$1.425 billion was apportioned for fiscal year 1973, has also shown considerable accomplishment, with \$35.42 billion worth of work involving 276,229 miles of construction contracts completed or underway.

Construction contracts involving 263,689 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$26.71 billion; and contracts involving 12,540 miles at a cost of \$5.46 billion were underway on June 30. In addition, \$2.13 billion of engineering and right-of-way acquisition work had been completed and \$1.12 billion worth of such work was underway. The primary-secondary-urban program is financed by the Federal Government and the States on an equal-share basis. Data are reported by States in table III.

The Highway Trust Fund, source of Federal funds for the Federal-aid Interstate and other highway programs, received \$1.363 billion of tax revenue income during the three months ended June 30, about 71 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$1.057 billion. Disbursements for other highway related programs were \$3 million. The status of the Trust Fund is shown in table IV.



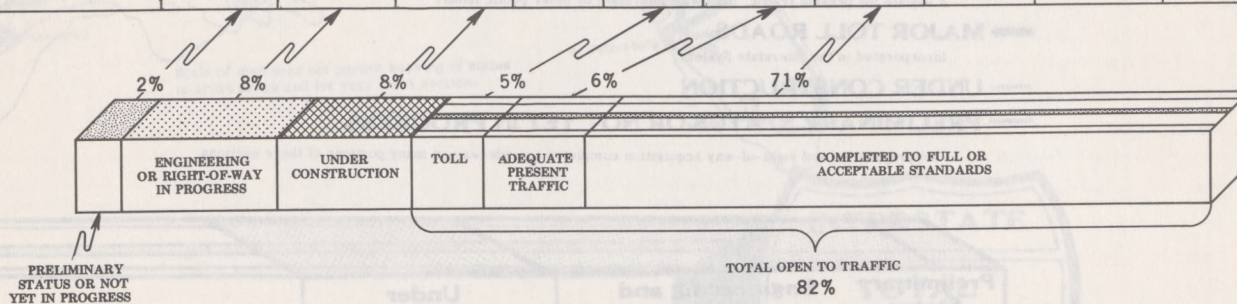
THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF JUNE 30, 1973



TABLE 1

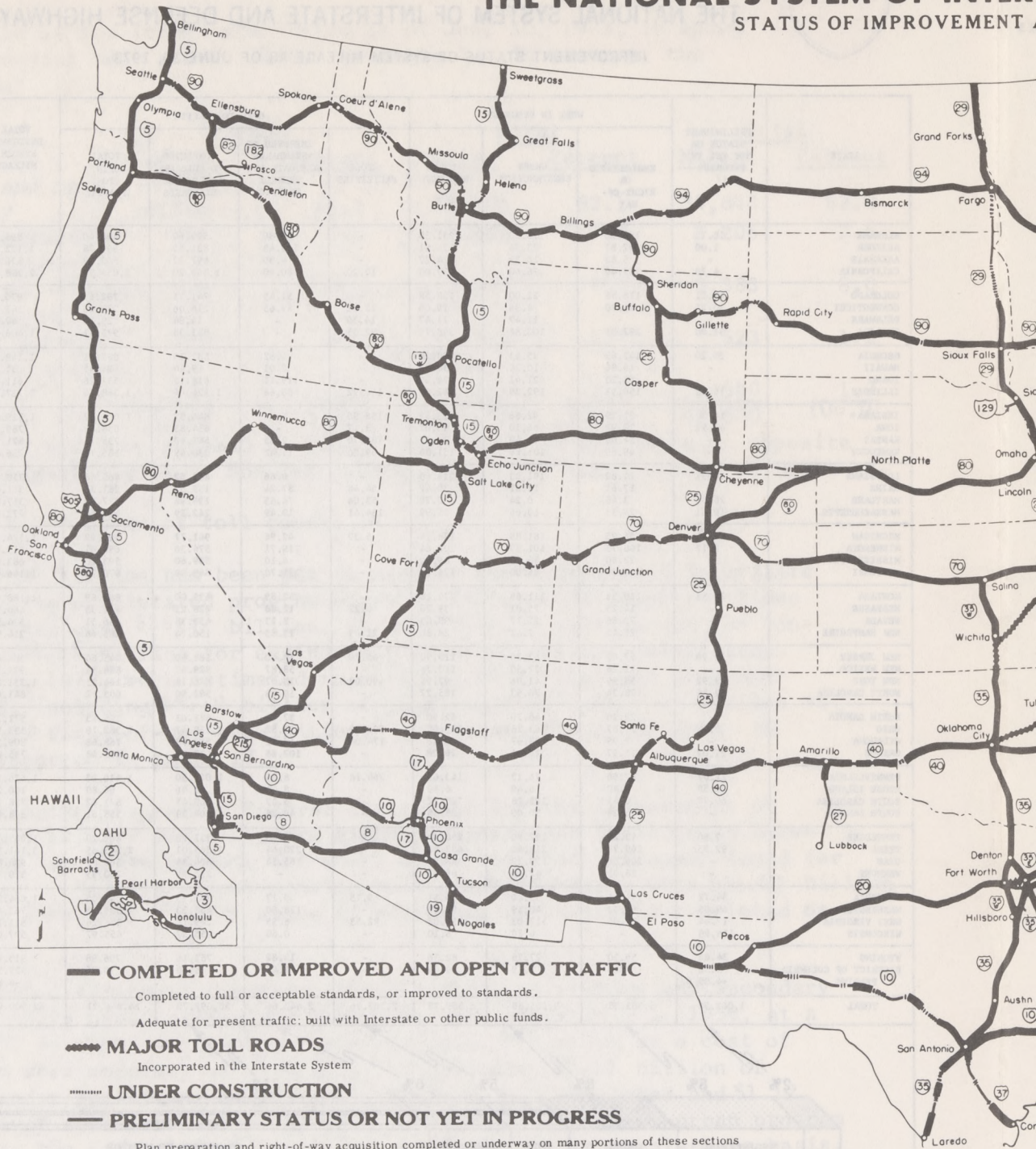
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF- WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	18.70	105.10	126.20	231.30	-	48.80	599.60	648.40	898.40	ALABAMA
ARIZONA	1.00	97.87	73.94	171.81	-	168.43	831.35	999.78	1,172.59	ARIZONA
ARKANSAS	-	5.83	18.39	24.22	-	4.30	497.82	502.12	526.34	ARKANSAS
CALIFORNIA	4.70	152.40	76.60	229.00	10.20	180.90	1,863.20	2,054.30	2,288.00 2/	CALIFORNIA
COLORADO	45.21	116.58	22.00	138.58	-	51.45	741.21	792.66	976.45	COLORADO
CONNECTICUT	40.21	24.70	4.36	29.06	12.31	49.65	216.06	278.02	347.29	CONNECTICUT
DELAWARE	-	-	11.47	11.47	14.30	-	14.84	29.14	40.61	DELAWARE
FLORIDA	31.90	297.31	100.88	398.19	92.55	-	883.36	975.91	1,406.00 3/	FLORIDA
GEORGIA	24.20	142.65	95.63	238.28	-	4.82	882.39	887.21	1,149.69	GEORGIA
HAWAII	-	19.86	10.24	30.10	-	2.01	19.44	21.45	51.55	HAWAII
IDaho	-	53.28	21.41	74.69	-	119.11	418.15	537.26	611.95	IDaho
ILLINOIS	16.68	150.53	192.29	342.82	154.92	88.68	1,124.64	1,368.24	1,727.74	ILLINOIS
INDIANA	14.30	21.29	92.56	113.85	156.90	-	844.37	1,001.27	1,129.42	INDIANA
IOWA	47.92	28.92	66.10	95.02	3.17	-	634.85	638.02	780.96	IOWA
KANSAS	-	34.05	51.40	85.45	187.70	2.45	545.60	735.75	821.20	KANSAS
KENTUCKY	-	49.69	101.69	151.38	39.20	15.42	530.49	585.11	736.49	KENTUCKY
LOUISIANA	40.91	24.82	191.83	216.65	-	0.86	459.62	460.48	718.04	LOUISIANA
MAINE	-	17.61	12.81	30.42	54.48	87.24	139.55	281.27	311.69	MAINE
MARYLAND	26.56	3.46	0.24	3.70	53.04	74.55	199.96	327.55	357.81	MARYLAND
MASSACHUSETTS	19.41	25.33	10.66	35.99	134.41	19.49	262.79	416.69	472.09	MASSACHUSETTS
MICHIGAN	46.50	56.25	81.89	138.14	5.39	42.96	941.77	990.12	1,174.76	MICHIGAN
MINNESOTA	9.17	106.75	101.89	208.64	-	119.71	576.30	696.01	913.82	MINNESOTA
MISSISSIPPI	-	32.80	56.70	89.50	-	4.10	589.60	593.70	683.20	MISSISSIPPI
MISSOURI	-	92.20	84.00	176.20	-	121.70	849.00	970.70	1,146.90	MISSOURI
MONTANA	24.58	160.53	111.65	272.18	-	252.89	639.00	891.89	1,188.65	MONTANA
NEBRASKA	-	14.25	25.01	39.26	0.22	12.88	428.23	441.33	480.59	NEBRASKA
NEVADA	-	72.86	25.17	98.03	-	3.13	433.38	436.51	534.54	NEVADA
NEW HAMPSHIRE	-	21.45	7.41	28.86	21.09	13.83	150.74	185.66	214.52	NEW HAMPSHIRE
NEW JERSEY	18.90	57.70	62.20	119.90	45.70	18.40	181.50	245.60	384.40 4/	NEW JERSEY
NEW MEXICO	-	73.26	37.50	110.76	-	58.87	829.67	888.54	999.30	NEW MEXICO
NEW YORK	68.92	55.99	41.96	97.95	490.08	28.07	646.18	1,164.33	1,331.20 5/	NEW YORK
NORTH CAROLINA	52.86	108.34	76.93	185.27	-	10.62	592.90	603.52	841.65	NORTH CAROLINA
NORTH DAKOTA	-	22.20	40.70	62.90	-	37.40	471.03	508.43	571.33	NORTH DAKOTA
OHIO	8.73	79.87	63.18	143.05	206.20	57.52	1,118.47	1,382.19	1,533.97	OHIO
OKLAHOMA	-	1.99	38.67	40.66	174.04	17.11	577.53	768.68	809.34	OKLAHOMA
OREGON	21.07	11.97	16.31	28.28	-	107.68	578.00	685.68	735.03	OREGON
PENNSYLVANIA	21.07	67.56	76.13	143.69	360.18	8.35	1,041.50	1,410.03	1,574.79	PENNSYLVANIA
RHODE ISLAND	26.59	0.40	6.49	6.89	-	8.44	58.36	66.80	100.28	RHODE ISLAND
SOUTH CAROLINA	60.77	0.44	125.28	125.72	-	8.17	563.45	571.62	758.11	SOUTH CAROLINA
SOUTH DAKOTA	-	75.26	50.09	125.35	-	49.28	504.33	553.61	678.96	SOUTH DAKOTA
TENNESSEE	2.80	43.20	197.20	240.40	-	65.00	737.20	802.20	1,045.40	TENNESSEE
TEXAS	92.85	269.78	212.86	482.64	-	220.64	2,365.01	2,585.65	3,161.14	TEXAS
UTAH	-	249.66	119.29	368.95	-	65.54	504.34	569.88	938.83	UTAH
VERMONT	-	26.73	42.70	69.43	-	-	250.95	250.95	320.38	VERMONT
VIRGINIA	34.72	153.71	30.80	184.51	9.15	40.17	795.73	845.05	1,064.28	VIRGINIA
WASHINGTON	69.85	55.53	40.59	96.12	-	128.60	468.33	596.93	762.90	WASHINGTON
WEST VIRGINIA	17.44	39.05	117.03	156.08	82.53	6.55	249.18	338.26	511.78	WEST VIRGINIA
WISCONSIN	114.95	-	6.10	6.10	-	0.60	455.37	455.97	577.02	WISCONSIN
WYOMING	34.62	55.10	27.26	82.36	-	13.82	783.16	796.98	913.96	WYOMING
DISTRICT OF COLUMBIA	9.36	7.24	2.19	9.43	-	2.47	8.29	10.76	29.55	DISTRICT OF COLUMBIA
PENDING	-4.89 6/	-	-	-	-	-	-	-	-4.89 6/	PENDING
TOTAL	1,062.56	3,383.35	3,205.88	6,589.23	2,307.76	2,442.66	30,097.79	34,848.21	42,500.00	TOTAL



- 1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.
- 2/ Excludes 7.00 miles chargeable to the Howard-Cramer Act of the total 17.20 mile Century Freeway (I-105) which was added to the system under that Act.
- 3/ Excludes the 42.80 mile St. Petersburg-Tampa Bypass (I-75E originally; now part of I-75) which was added to the system under the Howard-Cramer Act.
- 4/ Excludes 27.30 miles chargeable to the Howard-Cramer Act of the total 34.30 mile Trenton-Asbury Park Spur (I-195) which was added to the system under that Act.
- 5/ Excludes 52.80 miles chargeable to the Howard-Cramer Act of the total 67.20 mile Genesee Expressway (I-390) which was added to the system under that Act.
- 6/ The "minus" mileage reserve, temporarily indicated, results from recent system measurements. The final mileage measurements will provide an adequate reserve for all designated routes on the system.

THE NATIONAL SYSTEM OF INTERSTATE AND OTHER MAJOR HIGHWAYS

STATUS OF IMPROVEMENT



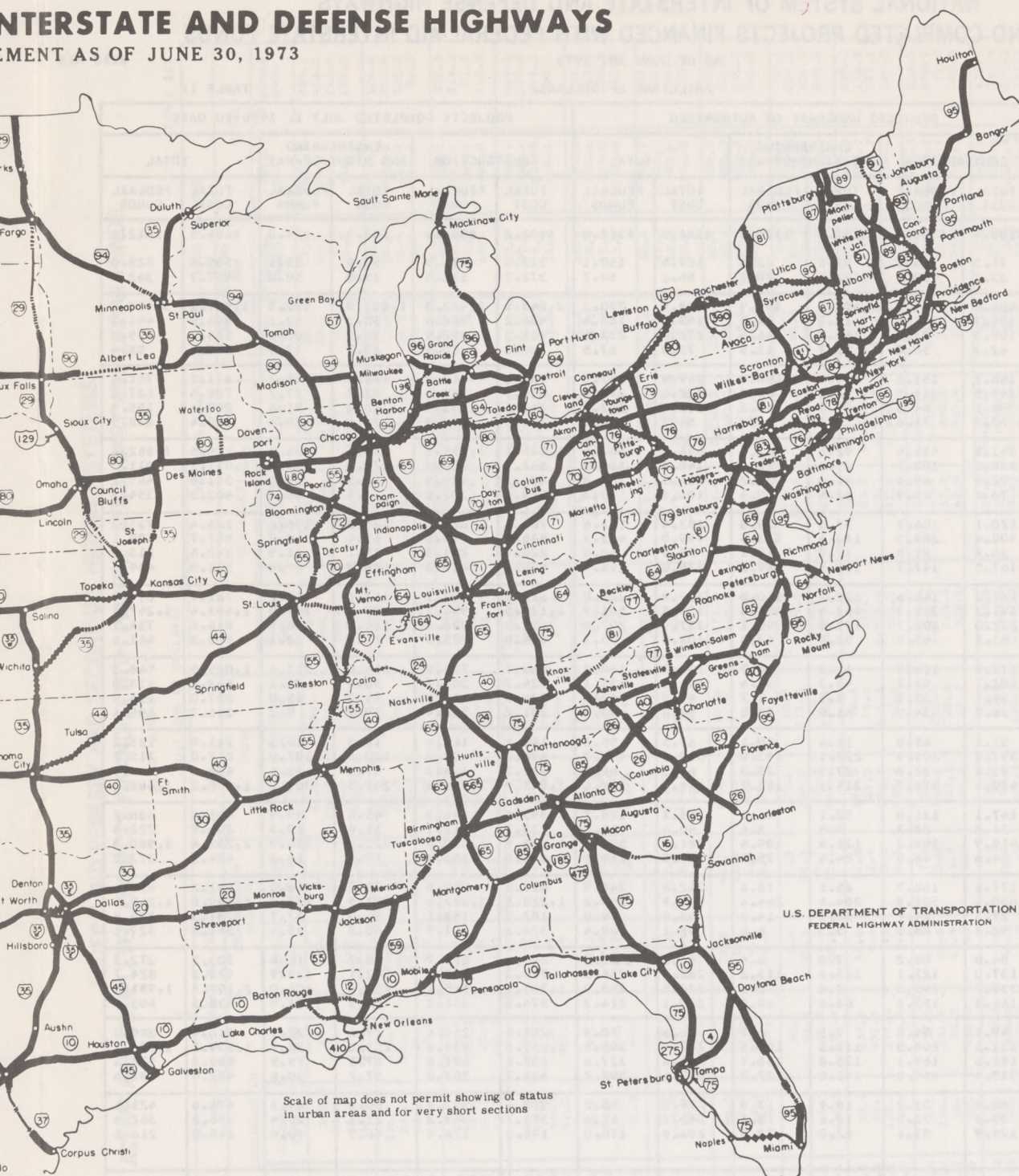
**Preliminary
Status
or Not Yet
in Progress**
1,063 Miles

**Engineering and
Right-of-Way
in Progress**
3,383 Miles

**Under
Construction**
3,206 Miles

INTERSTATE AND DEFENSE HIGHWAYS

AS OF JUNE 30, 1973



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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

Open to Traffic

34,848 Miles

38,054 Miles

INTERSTATE

TOTAL

42,500

MILES

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF JUNE 30, 1973

8230 M13

/MILLIONS OF DOLLARS/

TABLE II

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE					
	CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL		CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	\$209.4	\$189.1	\$151.9	\$136.5	\$361.3	\$325.4	\$632.2	\$558.6	\$62.3	\$54.0	\$694.5	\$612.6
ALASKA												
ARIZONA	71.5	66.7	88.1	83.4	159.6	150.1	512.6	471.9	57.0	53.1	569.6	525.0
ARKANSAS	33.7	30.5	22.5	20.2	56.2	50.7	372.7	332.5	35.0	30.0	407.7	362.5
CALIFORNIA	496.4	431.3	402.5	358.9	898.9	790.2	2,845.1	2,482.0	1,082.0	922.5	3,927.1	3,404.5
COLORADO	158.7	143.7	24.8	22.7	183.5	166.4	436.2	388.6	60.3	52.6	496.5	441.2
CONNECTICUT	107.5	91.8	165.3	146.6	272.8	238.4	465.3	392.9	98.9	86.9	564.2	479.8
DELAWARE	62.3	56.0	12.7	11.5	75.0	67.5	90.8	80.5	20.7	17.9	111.5	98.4
FLORIDA	168.7	151.5	121.2	106.0	289.9	257.5	704.8	617.9	166.4	143.1	871.2	761.0
GEORGIA	249.5	211.5	73.1	65.7	322.6	277.2	620.9	549.3	87.7	77.7	708.6	627.0
HAWAII	96.1	84.5	79.7	69.2	175.8	153.7	142.1	103.9	58.0	51.6	200.1	155.5
IDAHO	55.9	51.6	8.4	7.8	64.3	59.4	228.8	208.9	33.6	29.6	262.4	238.5
ILLINOIS	541.5	485.4	92.8	82.1	634.3	567.5	1,846.1	1,595.3	333.4	286.9	2,179.5	1,882.2
INDIANA	120.6	108.5	29.2	26.4	149.8	134.9	847.1	758.3	170.1	153.0	1,017.2	911.3
IOWA	72.9	65.6	41.6	36.2	114.5	101.8	486.1	429.9	65.5	55.3	551.6	485.2
KANSAS	73.8	65.9	32.6	29.4	106.4	95.3	349.8	307.8	52.5	46.7	402.3	354.5
KENTUCKY	120.1	106.8	33.3	29.8	153.4	136.6	702.4	624.6	124.0	106.6	826.4	731.2
LOUISIANA	300.4	269.5	148.6	133.8	449.0	403.3	838.3	748.8	69.4	60.3	907.7	809.1
MAINE	36.8	31.5	17.0	15.1	53.8	46.6	228.9	201.5	13.7	11.9	242.6	213.4
MARYLAND	167.5	147.7	166.5	149.0	334.0	296.7	475.6	410.2	56.3	49.4	531.9	459.6
MASSACHUSETTS	167.8	146.6	122.1	110.0	289.9	256.6	619.6	542.1	162.1	142.6	781.7	684.7
MICHIGAN	391.2	351.3	168.4	150.6	559.6	501.9	1,126.5	956.1	338.9	291.0	1,465.4	1,247.1
MINNESOTA	232.0	202.7	105.8	95.1	337.8	297.8	652.3	588.2	164.0	146.5	816.3	734.7
MISSISSIPPI	51.1	45.8	52.8	47.3	103.9	93.1	474.0	423.5	21.3	18.1	495.3	441.6
MISSOURI	178.4	154.5	16.3	14.7	194.7	169.2	840.7	750.9	244.8	217.4	1,085.5	968.3
MONTANA	102.7	93.7	43.3	39.4	146.0	133.1	424.7	384.7	38.5	34.2	463.2	418.9
NEBRASKA	39.1	35.1	8.5	7.7	47.6	42.8	236.0	210.9	51.0	45.0	287.0	255.9
NEVADA	36.9	34.9	61.9	58.8	98.8	93.7	201.2	186.4	10.5	9.2	211.7	195.6
NEW HAMPSHIRE	52.1	45.0	11.4	10.1	63.5	55.1	183.1	168.9	18.8	16.3	211.9	185.2
NEW JERSEY	357.9	303.9	222.1	193.8	580.0	497.7	696.2	608.2	120.8	107.0	817.0	715.2
NEW MEXICO	41.8	38.8	27.5	25.3	69.3	64.1	438.7	404.3	47.3	42.4	486.0	446.7
NEW YORK	430.4	373.9	214.1	188.7	644.5	562.6	1,742.9	1,481.3	247.3	207.2	1,990.2	1,688.5
NORTH CAROLINA	147.1	131.8	52.1	46.9	199.2	178.7	395.6	346.3	45.8	39.9	441.4	386.2
NORTH DAKOTA	31.2	28.3	9.4	8.4	40.6	36.7	235.1	212.1	11.8	10.3	246.9	222.4
OHIO	459.9	393.2	121.5	109.4	581.4	502.6	1,629.9	1,430.0	622.5	550.8	2,252.4	1,980.8
OKLAHOMA	54.6	48.9	84.4	75.8	139.0	124.7	404.6	355.4	19.6	16.8	424.2	372.2
OREGON	177.1	162.7	85.5	78.8	262.6	241.5	617.5	549.0	73.7	66.3	691.2	615.3
PENNSYLVANIA	680.4	585.8	304.5	264.4	984.9	850.2	1,228.3	1,082.6	221.5	186.9	1,449.8	1,269.5
RHODE ISLAND	27.5	24.7	16.3	14.3	43.8	39.0	182.5	158.1	55.0	47.7	237.5	205.8
SOUTH CAROLINA	92.8	83.6	5.3	4.8	98.1	88.4	326.2	291.5	40.3	35.6	366.5	327.1
SOUTH DAKOTA	54.0	49.2	7.0	6.4	61.0	55.6	284.6	255.7	18.7	16.6	303.3	272.3
TENNESSEE	137.0	123.1	125.8	113.2	262.8	236.3	780.2	700.8	142.1	123.9	922.3	824.7
TEXAS	330.7	293.3	2.8	2.6	333.5	295.9	1,745.7	1,545.6	453.6	406.0	2,199.3	1,951.6
UTAH	166.3	153.8	63.8	60.5	230.1	214.3	376.8	351.1	58.5	51.9	435.3	403.0
VERMONT	49.1	44.2	7.5	6.7	56.6	50.9	288.8	257.4	27.6	22.9	316.4	280.3
VIRGINIA	231.1	208.3	111.3	100.5	342.4	308.8	1,055.3	938.8	153.8	135.9	1,209.1	1,074.7
WASHINGTON	186.6	169.1	175.0	158.7	361.6	327.8	802.0	697.8	87.3	75.5	889.3	773.3
WEST VIRGINIA	515.6	464.8	141.8	127.9	657.4	592.7	424.7	381.0	57.7	50.6	482.4	431.6
WISCONSIN	60.6	51.2	18.9	17.0	79.5	68.2	396.6	353.8	80.0	69.3	476.6	423.1
WYOMING	35.6	32.5	10.1	9.1	45.7	41.6	374.7	343.2	22.1	19.4	396.8	362.6
DIST. OF COL.	124.9	97.6	82.0	72.4	206.9	170.0	198.5	176.4	46.5	40.4	245.0	216.8
PUERTO RICO												
TOTAL	8,787.2	7,761.3	4,191.2	3,749.6	12,978.4	11,510.9	32,219.4	28,395.7	6,350.2	5,532.8	38,569.6	33,928.5

FEDERAL-AID PRIMARY AND SECONDARY HIGHWAY SYSTEMS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH PRIMARY SECONDARY AND URBAN FUNDS

AS OF JUNE 30, 1973

/MILLIONS OF DOLLARS/

TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE						
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	\$96.1	\$45.9	196.9	\$33.5	\$16.5	\$129.6	\$62.4	\$521.6	262.1	7,752.7	55.5	27.0	577.1	289.1
ALASKA	93.7	80.9	234.8	38.9	35.7	132.6	116.6	444.7	408.1	3,181.7	69.7	64.9	514.4	473.0
ARIZONA	13.3	52.9	1.6	1.6	1.3	26.7	14.6	305.7	209.8	2,109.4	4.5	3.0	310.2	212.8
ARKANSAS	67.1	33.4	324.2	19.7	9.9	86.8	43.3	394.5	196.1	5,585.3	21.7	10.5	416.2	206.6
CALIFORNIA	274.6	176.7	341.0	31.4	19.6	306.0	196.3	1,692.0	915.9	4,011.5	19.8	12.1	1,711.8	928.0
COLORADO	50.4	27.1	111.5	19.1	11.0	69.5	38.1	397.7	210.6	3,942.1	55.4	30.2	453.1	246.8
CONNECTICUT	68.1	35.2	24.4	23.2	11.5	91.3	46.7	242.2	118.9	271.3	36.5	14.9	278.7	133.8
DELAWARE	34.0	17.7	27.4	8.0	4.4	42.0	22.1	102.1	50.5	538.7	10.8	5.5	112.9	56.0
FLORIDA	139.8	71.7	190.1	22.6	11.6	162.4	83.3	615.5	288.0	3,720.3	8.7	4.3	624.2	292.3
GEORGIA	158.3	78.7	361.7	57.7	29.0	216.0	107.7	567.3	280.8	6,151.9	65.8	32.5	633.1	313.3
HAWAII	39.5	19.1	20.8	18.8	7.9	58.3	27.0	80.0	39.4	170.5	24.4	12.3	104.4	51.7
IDAH0	31.4	22.3	150.9	3.4	2.3	34.8	24.6	201.7	132.2	2,574.4	23.1	13.6	224.8	145.8
ILLINOIS	234.5	115.6	511.2	10.6	5.4	245.1	121.0	1,285.8	655.6	8,734.9	59.6	28.5	1,345.4	684.1
INDIANA	130.6	65.7	177.4	23.0	11.9	153.6	77.6	648.9	332.0	3,597.1	82.0	39.3	730.9	371.3
IOWA	86.6	44.5	779.4	3.8	2.3	90.4	46.8	586.0	301.5	12,843.7	18.8	9.6	604.8	311.1
KANSAS	81.7	41.0	483.5	8.4	4.2	90.1	45.2	573.6	282.9	14,337.0	42.8	21.2	616.4	304.1
KENTUCKY	94.4	46.4	97.7	42.1	21.7	136.5	68.1	389.6	195.3	2,466.4	78.6	38.6	468.2	233.9
LOUISIANA	101.0	50.2	147.0	40.8	20.3	141.8	70.5	435.1	212.7	2,944.7	21.3	10.4	456.4	223.1
MAINE	25.3	12.5	49.7	10.7	5.5	36.0	18.0	198.2	96.7	1,062.1	24.8	11.6	223.0	108.3
MARYLAND	72.4	35.3	82.7	40.2	20.6	112.6	55.9	303.1	147.8	1,528.5	6.3	3.2	309.4	151.0
MASSACHUSETTS	158.0	83.2	104.2	27.5	13.7	185.5	96.9	431.9	213.0	518.7	112.8	32.6	544.7	245.6
MICHIGAN	213.3	114.9	657.9	36.6	18.5	249.9	133.4	983.8	479.3	10,152.2	70.9	33.8	1,054.7	513.1
MINNESOTA	130.7	63.2	731.6	7.4	3.7	138.1	66.9	709.4	354.5	16,858.2	20.2	10.3	729.6	364.8
MISSISSIPPI	66.0	31.4	401.8	22.4	11.3	88.4	42.7	425.4	206.9	8,402.0	36.6	18.2	462.0	225.1
MISSOURI	91.9	46.4	193.4	79.0	41.1	170.9	87.5	677.3	343.4	10,230.5	132.6	63.9	809.9	407.3
MONTANA	37.5	24.7	213.8	18.7	11.8	56.2	36.5	348.7	211.2	4,997.0	35.6	19.8	384.3	231.0
NEBRASKA	64.3	32.1	496.1	4.5	1.8	68.8	33.9	456.5	232.0	8,924.5	39.8	19.7	496.3	251.7
NEVADA	11.1	10.3	28.2	14.0	12.5	25.1	22.8	152.3	132.7	1,971.7	16.2	13.6	168.5	146.3
NEW HAMPSHIRE	19.9	9.8	30.2	1.3	.5	21.2	10.3	142.1	69.9	497.4	5.0	2.3	147.1	72.2
NEW JERSEY	180.9	87.0	58.0	105.3	50.3	286.2	137.3	384.5	185.5	566.3	48.4	24.2	432.9	209.7
NEW MEXICO	28.1	18.3	84.0	7.2	4.7	35.3	23.0	282.5	184.3	2,716.4	28.9	17.4	311.4	201.7
NEW YORK	435.1	218.5	152.9	30.1	15.1	465.2	233.6	1,983.5	923.3	3,649.0	32.5	15.7	2,016.0	939.0
NORTH CAROLINA	138.5	69.0	237.6	43.8	21.8	182.3	90.8	566.6	280.6	5,117.4	110.4	54.6	677.0	335.2
NORTH DAKOTA	32.6	16.6	651.6	4.4	2.4	37.0	19.0	317.7	163.0	16,330.8	18.2	9.5	335.9	172.5
OHIO	265.2	130.9	177.0	7.5	3.8	272.7	134.7	1,025.4	523.1	2,972.0	151.3	74.1	1,176.7	597.2
OKLAHOMA	111.0	56.0	340.9	13.2	6.5	124.2	62.5	561.7	277.8	6,890.2	14.9	7.1	576.6	284.9
OREGON	55.8	24.1	57.6	11.3	7.2	67.1	31.3	341.1	208.2	2,276.1	24.4	14.3	365.5	222.5
PENNSYLVANIA	494.3	230.4	261.4	46.5	23.0	540.8	253.4	1,093.9	535.4	2,239.9	104.4	45.3	1,198.3	580.7
RHODE ISLAND	33.7	16.4	28.5	23.4	11.9	57.1	28.3	113.3	55.9	260.6	31.4	15.1	144.7	71.0
SOUTH CAROLINA	97.5	50.7	638.0	2.1	1.0	99.6	51.7	338.1	167.9	7,969.4	25.6	13.0	363.7	180.9
SOUTH DAKOTA	35.0	19.2	440.2	1.6	.9	36.6	20.1	340.6	185.8	10,627.7	5.3	3.0	345.9	188.8
TENNESSEE	106.5	53.9	436.9	44.1	22.0	150.6	75.9	513.6	257.0	8,083.1	59.0	27.9	572.6	284.9
TEXAS	248.4	130.5	634.0	.9	.4	249.3	130.9	1,817.9	931.7	21,286.9	6.5	3.5	1,824.4	935.2
UTAH	31.5	23.8	118.5	9.4	7.3	40.9	31.1	179.0	128.3	1,764.7	18.9	13.1	197.9	141.4
VERMONT	14.5	7.1	16.9	1.5	.7	16.0	7.8	117.0	58.5	570.5	17.0	7.8	134.0	66.3
VIRGINIA	104.5	53.6	191.7	9.3	4.7	113.8	58.3	584.0	282.0	4,117.4	54.6	26.1	638.6	308.1
WASHINGTON	72.5	40.4	137.4	11.6	6.4	84.1	46.8	463.8	238.5	4,337.9	19.7	10.2	483.5	248.7
WEST VIRGINIA	74.2	35.7	44.2	26.2	13.7	100.4	49.4	227.9	114.5	1,138.5	42.3	21.1	270.2	135.6
WISCONSIN	105.4	53.7	501.2	34.9	17.5	140.3	71.2	625.4	311.5	7,308.9	60.9	30.5	686.3	342.0
WYOMING	8.0	6.0	53.4	4.6	3.5	12.6	9.5	218.0	146.8	2,744.9	11.2	7.6	229.2	154.4
DIST. OF COL.	33.4	19.5	19.1	2.6	2.1	36.0	21.6	118.1	65.9	102.6	14.2	7.2	132.3	73.1
PUERTO RICO	57.6	28.5	36.7	7.1	3.5	64.7	32.0	185.3	84.2	341.5	31.9	12.8	217.2	97.0
TOTAL	5,461.4	2,838.8	12,539.9	1,117.0	597.5	6,578.4	3,436.3	26,711.8	13,896.0	263,689.3	2,131.7	1,068.3	28,843.5	14,964.3

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

	THREE MONTHS ENDED JUNE 30, 1973	FISCAL YEAR 7-1-72 TO 6-30-73
Balance at beginning of period.....	\$5,195,534	\$4,489,531
Income:		
Tax revenue:		
Motor-fuel taxes (net after refunds).....	978,107	4,188,666
Less motorboat fuel revenue <u>1/</u>	<u>4,600</u>	<u>30,000</u>
Net for highways.....	973,507	4,158,666
Trucks, buses, and trailers.....	107,440	<u>2/</u> 380,395
Tires, tubes, and tread rubber.....	211,770	781,057
Vehicle use.....	27,563	161,583
Parts and accessories, trucks and buses.....	27,150	103,728
Lubricating oil (net after refunds).....	<u>15,945</u>	<u>80,025</u>
Total excise revenues.....	1,363,375	5,665,454
Interest earned.....	<u>130,281</u>	<u>246,740</u>
Total Income.....	1,493,656	5,912,194
Disbursements:		
For highways.....	1,057,345	4,720,650
National Highway Traffic Safety Adm.....	3,228	50,809
Trust Fund share other highway programs.....	-	<u>1,649</u>
Total Disbursements.....	1,060,573	4,773,108
Balance at end of period.....	\$5,628,617	\$5,628,617
Liability for unpaid obligations (6/30/73).....	<u>7,294,705</u>	
Balance less liability for unpaid obligation.....	-1,666,088	

1/ Transferred to the Land and Water Conservation Fund pursuant to Title II, Sec. 202, Public Law 88-578, effective January 1, 1965.

2/ Fiscal year revenues were \$386,479,844.49 less refunds of \$6,084,594.07 on light trucks, trailers and local transit buses.

The Federal share of the Federal-aid highway program is wholly financed by highway users on a pay-as-you-build basis. The Highway Revenue Act of 1956 (as since amended) levied or increased certain Federal excise taxes on motor fuel and automotive products, and earmarked their revenue specifically to a Highway Trust Fund, which is the source of money for Federal highway aid to the States both for the Interstate and the primary-secondary-urban programs. The taxes earmarked to the Trust Fund and their rates (until October 1, 1977) are:

Motor fuel: 4 cents per gallon.

New trucks, and trailers (over 10,000 pounds gross weight), and new buses, other than transit:

10 percent on the manufacturer's wholesale price.

Highway vehicle tires and tubes: 10 cents per pound.

Other tires, and tread rubber: 5 cents per pound.

Heavy vehicle use: \$3 per 1,000 pounds annually on the total gross weight of vehicles rated at more than 26,000 pounds gross weight.

Parts and accessories: 8 percent on the manufacturer's wholesale price of truck and bus parts and accessories.

Lubricating oil: 6 cents per gallon, if used for highway purposes.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
August 25, 1973

FHWA-59-73 (202-426-0677)

The Department of Transportation's Federal Highway Administration announced today that highway construction costs in the second quarter of 1973 increased 5.9 percent above the previous quarter, to 145.9 percent of the 1967 average. This follows a 4.6 percent decrease for the previous quarter.

The composite price index for the second quarter is 9.1 percent above that for the second quarter of 1972.

Structural steel led the advance in highway construction costs with a 19.4 percent rise. The price of excavation increased by 10.6 percent. The composite surfacing index dropped by 1.4 percent, reflecting a 3.3 percent decrease in portland cement concrete pavement prices.

Trends in highway construction costs are measured by an index of average contract prices compiled by the Administration from reports of Federal-aid highway construction contracts awarded by State highway departments.

- more -

The quarterly price index during the past 2 years and the percentage change from the preceding quarter in each case have been as follows:

	Price Index	Percentage Change
3rd quarter, 1971	135.5	+1.6
4th quarter, 1971	133.5	-1.5
1st quarter, 1972	135.5	+1.5
2nd quarter, 1972	133.7	-1.3
3rd quarter, 1972	141.2	+5.5
4th quarter, 1972	144.4	+2.3
1st quarter, 1973	137.8	-4.6
2nd quarter, 1973	145.9	+5.9

The price levels of the component items of the index in the second quarter of 1973, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1967=100		Percentage change this quarter from --		
	Second quarter 1973	First quarter 1973	Second quarter 1972	First quarter 1973	Second quarter 1972
Excavation	138.0	124.7	127.5	+10.6	+ 8.2
Surfacing:					
Portland cement concrete	143.6	148.4	146.2	- 3.3	- 1.8
Bituminous concrete . . .	153.1	152.3	140.0	+ 0.5	+ 9.3
Composite surfacing . . .	148.2	150.3	143.2	- 1.4	+ 3.5
Structures:					
Reinforcing steel	147.3	138.7	134.8	+ 6.2	+ 9.3
Structural steel	142.5	119.4	125.7	+19.4	+13.4
Structural concrete . . .	161.5	155.6	135.5	+ 3.8	+19.2
Composite structures . . .	153.4	141.9	132.5	+ 8.1	+15.8
Composite price index . . .	145.9	137.8	133.7	+ 5.9	+ 9.1

The U.S. average contract unit prices for the index items during the first and second quarters of 1973 are:

	Unit	1st Qtr. 1973	2nd Qtr. 1973
Excavation	Cu. Yd.	\$.67	\$.75
PCC surface	Sq. Yd.	6.57	6.36
Bit. conc. surf.	Ton	9.85	9.90
Str. reinf.	Lb.	.181	.193
Str. steel	Lb.	.295	.352
Str. concrete	Cu. Yd.	109.34	113.51



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY A.M.

August 27, 1973

FHWA-60-73 (202-426-0648)

Secretary of Transportation Claude S. Brinegar today announced that over \$2.122 billion in Federal and State funds was obligated through June 30 for development highways and local access roads in the 13-State Appalachia Region. The Federal share was \$1.164 billion. Development highways and access roads completed or under construction in the region totaled 1,712 miles as of the end of June, an increase of 145 miles since March 31. Engineering and right-of-way acquisition were underway on an additional 470 miles; design had been approved or hearings held on 86 miles, while locations had been approved and design underway on 263 miles.

The Appalachian Development Highway System was authorized by Congress in 1965 as part of the Appalachian Regional Development Act.

The Act and subsequent amendments authorize a total of \$2.090 billion for the construction of up to 2,700 miles of development highways and up to 1,600 miles of local access roads. Provided are yearly authorizations of \$175 million for each of the fiscal years of 1971 and 1972; \$180 million for each of the fiscal years of 1973 and 1974; \$185 million for each of the fiscal years 1975 through 1977; and \$180 million for fiscal year 1978. Participating States include Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia.

The highway program is being carried on by the Appalachian States through the Appalachian Regional Commission, in cooperation with the Federal Highway Administration. Consisting of Governors of the 13 States

(more)

and a Federal Cochairman appointed by the President, the Commission's primary purpose is to conduct a coordinated attack on the region's most severe economic problems, one of which has long been lack of transportation. The Appalachian Development Highway System has been designed to furnish improved access throughout Appalachia to open it up more fully to trade and commerce.

The traditional partnership arrangement between the Federal Highway Administration and the State highway departments, under which all Federal-aid highway programs are carried out, is also employed in the Appalachian highway program. The highways are designed in accordance with standards developed by the various States through the American Association of State Highway Officials, and approved by the Federal Highway Administration.

Attached are tables which provide breakdowns on the progress on both the Appalachian development highways and local access roads.

* * * * *

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF JUNE 30, 1973



U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
AS OF JUNE 30, 1973

TABLE 1

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS		UNDER CON- STRUC- TION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED						DESIGNATED MILEAGE			PARTICI- PATING MILEAGE 2/	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
	OPEN TO TRAFFIC 1/	NOT OPEN TO TRAFFIC		CON- CURRENT PS & E AND ROW	ROW ACQUI- SITION ONLY	PREPARA- TION OF PS & E ONLY	DESIGN APPROVED	DESIGN HEARING AFFORDED OR HELD	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED		
Alabama	1.3	-	18.1	17.0	-	-	-	-	32.3	-	43.6	31.7	144.0	171.1
Georgia	14.2	-	9.8	5.2	-	-	-	-	-	56.5	-	-	85.7	88.0
Kentucky	123.6	7.3	99.5	64.4	17.7	2.9	-	4.9	72.6	-	29.7	-	422.6	586.5
Maryland	15.2	-	29.9	9.5	-	-	-	-	-	-	24.5	2.5	81.6	84.6
Mississippi	-	-	-	-	-	-	-	-	-	-	-	31.0	31.0	73.0
New York	87.1	-	43.9	33.1	-	28.0	-	-	1.7	13.6	10.9	-	218.3	254.3
North Carolina	55.9	-	49.9	12.9	-	-	-	18.2	5.9	7.4	36.0	10.6	196.8	206.2
Ohio	70.4	-	21.1	11.5	-	64.8	0.5	-	6.3	0.3	22.7	-	197.6	292.4
Pennsylvania	74.7	3.6	50.0	15.8	-	39.0	30.0	15.2	57.2	11.6	155.0	-	452.1	504.7
South Carolina	-	-	-	-	-	-	-	-	-	-	-	13.1	13.1	23.6
Tennessee	108.3	-	5.9	29.6	-	24.6	-	-	27.6	-	102.6	31.8	330.4	340.9
Virginia	87.2	-	27.5	6.9	10.1	-	1.0	8.9	8.9	22.4	3.1	-	176.0	200.9
West Virginia	87.6	2.8	124.9	34.3	-	-	-	-	35.1	28.5	101.0	-	414.2	427.1
Total	725.5	13.7	480.5	240.2	27.8	159.3	31.5	47.2	247.6	140.3	529.1	120.7	2763.4	3253.3
Percent to Total Under Consideration	26	1	17	9	1	6	1	2	9	5	19	4	100	-

1/ Includes mileage with additional contracts required or underway on 29.3 miles in Kentucky, 15.2 miles in Maryland, 4.3 miles in North Carolina, and 73.8 miles in Tennessee, totaling 122.6 miles.

2/ From which not to exceed 2,700 miles is to be designated for construction under the Appalachian program.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE
AS OF JUNE 30, 1973

TABLE 2

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS AND OPEN TO TRAFFIC <u>1/</u>	UNDER CON- STRUC- TION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED				DESIGNATED MILEAGE			TOTAL MILEAGE
			CON- CURRENT PS & E AND ROW	PREPARA- TION OF PS & E ONLY	DESIGN APPROVED	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED	
Alabama	125.3	17.9	4.8	-	-	3.4	7.6	31.9	-	190.9
Georgia	5.0	6.7	-	-	-	-	-	7.0	-	18.7
Kentucky	2.1	3.2	-	-	-	1.5	-	-	-	6.8
Maryland	3.8	0.9	1.1	-	-	-	-	-	-	5.8
Mississippi	63.6	33.3	-	-	-	-	-	-	0.8	97.7
New York	1.9	-	-	4.0	-	-	-	0.4	-	6.3
North Carolina	8.7	1.6	-	1.6	-	-	-	4.0	1.4	17.3
Ohio	28.1	0.2	2.9	2.6	-	-	-	3.8	-	37.6
Pennsylvania	41.5	16.7	5.7	0.7	7.7	10.8	-	-	2.7	85.8
South Carolina	48.3	11.6	-	8.3	-	-	-	-	-	68.2
Tennessee	14.9	21.5	2.4	8.0	-	-	-	7.9	-	54.7
Virginia	13.6	3.5	-	-	-	-	-	-	-	17.1
West Virginia	17.6	1.2	0.7	-	-	-	-	0.5	-	20.0
Total	374.4	118.3	17.6	25.2	7.7	15.7	7.6	55.5	4.9	626.9
Percent to Total Under Consideration	60	19	3	4	1	2	1	9	1	100

1/ Includes mileage with additional contracts required or underway on 8.5 miles in Alabama, 5.3 miles in South Carolina, and 1.7 miles in Tennessee, totaling 15.5 miles.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN FUNDS OBLIGATED AS OF JUNE 30, 1973

TABLE 3

STATE	DEVELOPMENT HIGHWAY		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	\$12,165,800	\$6,082,900	\$24,218,638	\$15,448,246	\$36,384,438	\$21,531,146
Georgia	41,711,498	22,274,999	4,740,122	2,271,535	46,451,620	24,546,534
Kentucky	341,375,491	212,461,387	3,330,237	2,123,641	344,705,728	214,585,028
Maryland	100,201,652	52,447,340	1,886,796	1,058,761	102,088,448	53,506,101
Mississippi	-	-	11,714,656	7,041,576	11,714,656	7,041,576
New York	293,282,133	131,354,000	963,817	557,167	294,245,950	131,911,167
North Carolina	110,614,739	58,726,086	2,868,137	1,618,349	113,482,876	60,344,435
Ohio	98,648,794	54,481,034	5,953,546	2,280,757	104,602,340	56,761,791
Pennsylvania	259,761,754	132,158,000	20,908,986	7,916,417	280,670,740	140,074,417
South Carolina	-	-	13,399,710	9,359,775	13,399,710	9,359,775
Tennessee	124,142,633	75,880,815	7,961,504	5,573,051	132,104,137	81,453,866
Virginia	95,739,961	55,502,580	4,313,522	2,807,324	100,053,483	58,309,904
West Virginia	534,538,454	299,672,649	7,733,491	5,075,597	542,271,945	304,748,246
Total	2,012,182,909	1,101,041,790	109,993,162	63,132,196	2,122,176,071	1,164,173,986



**DEPARTMENT OF
TRANSPORTATION**

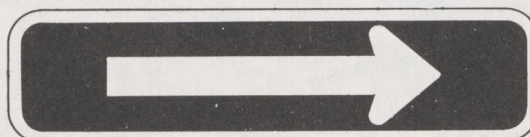
NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
August 28, 1973

FHWA 53-73
(202) 426-0677



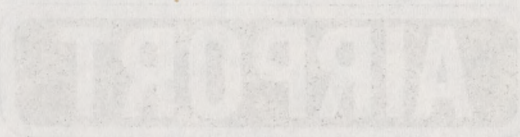
A new informational symbol sign to identify a highway route leading to a commercial airport, developed by the National Advisory Committee on Uniform Traffic Control Devices, has been approved by the Department of Transportation's Federal Highway Administration. The white on green sign, which has been incorporated in the Manual on Uniform Traffic Control Devices, contains the outline of an aircraft, a directional arrow, and the word AIRPORT. Provision is made for including the name of the airport if there is more than one such facility in the area.

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

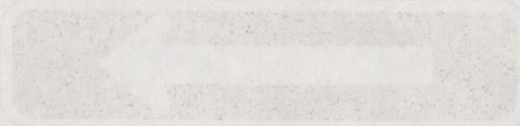
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DOT 512

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
August 29, 1973

FHWA 61-73
(202) 426-0677

The Department of Transportation's Federal Highway Administration today reported substantial progress for a variety of programs aimed at reducing traffic congestion in the Nation's urban areas.

"Implementation at the State and local level of such programs as preferential treatment for transit buses, computerized traffic control systems, fringe parking facilities, and computerized buspool and carpool matching programs has resulted in a significant increase in the ridership of public transportation vehicles," said Federal Highway Administrator Norbert T. Tiemann.

One outstanding example of the possibilities for increasing use of bus mass transit has been the 11-mile Shirley Highway (I-95) exclusive bus lane, which began operating in the Washington, D. C., suburbs of Northern Virginia in September of 1969. This project has led to a 400 percent increase in bus ridership and passenger time saving of up to 30 minutes. The special bus lane now carries more than 16,000 person trips during each of the daily rush-hour periods.

An exclusive bus lane in operation since last January on the San Bernardino Freeway (I-10) between El Monte and Los Angeles, California, has already resulted in a 30 percent increase in bus patronage.

A number of other special facilities to provide preferential treatment for buses have been established and are operating successfully in major metropolitan areas. For example:

--Contra-flow bus lanes, on which bus traffic is allowed to travel on a specially reserved lane in the opposite direction to the normal flow of traffic, has resulted in a 66 percent saving in passenger time on the 2-1/2 mile section of Interstate Route 495 in New Jersey to the Lincoln Tunnel. Similar contra-flow lanes are in operation on the Long Island Expressway in New York City; Route 101 north of the Golden

- more -

Gate Bridge in San Francisco, California; San Juan, Puerto Rico; Harrisburg, Pennsylvania; San Antonio, Texas; Honolulu, Hawaii; and Seattle, Washington.

--Reserved toll collection lanes for buses and car pools on the San Francisco-Oakland Bay Bridge expedites transit by providing for the billing of bus companies rather than stopping individual buses for toll collection and by allowing car pools to utilize the facility at a reduced toll of \$1 per month.

--Exclusive bus ramps in use in Seattle, Washington, allow buses to depart or enter the Seattle Freeway (I-5) by a special downtown circulation loop.

Plans also are underway in a number of these cities to allow car pools of certain sizes to utilize the exclusive bus facilities.

Establishment of fringe parking facilities to encourage commuters to park their automobiles on the fringes of densely populated areas and continue their trips to work by bus and rail mass transit or carpool is also an essential part of the Federal Highway Administration's program for increasing the passenger occupancy rate of commuter vehicles. Fringe parking facilities are usually a major element of any special mass transit improvement program.

Federal funds have been authorized for fringe parking projects under regular Federal-aid highway programs in Woodbridge, New Jersey (for a rail commuter line); Los Angeles, California (for the San Bernardino Busway); San Francisco, California; Portland, Oregon; Richmond, Virginia; and Milwaukee, Wisconsin.

Space age electronic technology is now being put to work solving the more earthly problems of traffic management. In Washington, D.C., a computerized traffic control system has been installed at 112 signalized intersections. The system is designed to improve the operation of signals by measuring the flow of traffic. In addition, bus operation is facilitated by allowing buses to electronically extend the green phase of lights at certain intersections.

Another adaptation of electronic wizardry to the cause of increasing vehicle passenger occupancy rates is the use of computers for forming bus pools and car pools. An outstanding example of the successful

application of this system is in the Washington, D. C., headquarters office of FHWA. Over 50 percent of the FHWA commuters utilize car pools of four or more persons while only 17 percent drive alone. Requests for the FHWA computerized matching program have been received from a number of State and local governmental agencies.

The Urban Corridor Demonstration Program, a joint effort of the Urban Mass Transportation Administration, the Office of the Secretary of Transportation, and the Federal Highway Administration, is designed to test and demonstrate the value of combining a variety of transit projects, including the use of public transportation, in dealing with the problem of peak hour congestion in urban radial corridors. Nearly \$11 million in planning and implementation contracts have been signed with 11 urban areas. Projects include such diverse plans as the staggering of work hours, increased transit services, fringe area parking, bus priority systems, bus shelters, etc., for the cities of Atlanta, Georgia; Cincinnati, Ohio; Dallas, Texas; Dayton, Ohio; Los Angeles, California; Louisville, Kentucky; Minneapolis-St. Paul, Minnesota; New Haven, Connecticut; New York City and North New Jersey; Philadelphia, Pennsylvania; and Washington, D. C.

While describing the various programs as "showing a continuing level of steady, substantive progress from the standpoint of improving passenger occupancy rates of motor vehicles," Administrator Tiemann also emphasized that, "other, and possibly even more valuable, benefits may result from these programs. The extent to which these programs encourage urban commuters to use public transportation facilities or car pools, rather than their own autos, will determine to a substantial degree our society's ability to achieve energy savings, lessen air and noise pollution, decrease urban congestion, and ease the demands upon valuable urban land for parking space."

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52776



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
September 7, 1973

FHWA 63-73
(202) 426-0677

Federal Highway Administrator Norbert T. Tiemann today announced the apportionment of \$4.84 billion of Federal-aid highway funds to the States for the Fiscal Year ending June 30, 1974.

The amount was authorized by the Federal-Aid Highway Act of 1973 which was signed into law by President Nixon last month. The Act also prescribes the formulas by which the highway funds are divided among the States.

The apportionment includes \$2.6 billion for work on the Interstate Highway System, \$1.07 billion for Rural Highways, \$1.07 billion for Urban Highways, and \$100 million for a new Priority Primary program to finance the improvement of primary highway sections connecting to the Interstate System. Also in accordance with the 1973 Act, one-half percent of the total authorization, minus administrative expenses, is set aside for metropolitan planning.

The States are required to match their Federal-aid funds on a 90 percent-Federal, 10 percent-State basis for work on the Interstate System, and on a 70 percent-Federal, 30 percent-State basis on other systems.

The Federal share is financed by the Highway Trust Fund with revenues derived from taxes on highway users.

The \$1.07 billion apportioned for Urban Highways includes \$780 million authorized for the Federal-aid Urban System, plus funds for urban extensions of the Federal-aid Primary and Secondary Highway Systems.

Urban System funds may be used to finance either highway projects or mass transit projects, including rail transit. In Fiscal Year 1974 such mass transit projects will be financed out of the General Fund rather than the Trust Fund; however, by Fiscal Year 1976 they will be financed entirely from the Trust Fund.

The Fiscal Year 1974 apportionment normally would have been made by the close of 1972, but was delayed pending enactment of the 1973 Act. To keep the highway program going, Congress passed an interim authorization measure which was superseded by today's apportionment.

The State-by-State apportionment is shown on the accompanying table.

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

Federal-Aid Highway Funds Apportioned

for the Fiscal Year 1974

(Thousands of Dollars)

STATE	Interstate (\$2,600,000)	Rural (\$1,070,000)	Urban (\$1,070,000)	Priority Primary (\$100,000)	Metropolitan Planning	Total (\$4,840,000)
ALABAMA	51,844	23,027	13,056	1,766	238	89,931
ALASKA	-	56,380	4,005	-	117	60,502
ARIZONA	51,016	14,498	9,439	1,236	215	76,404
ARKANSAS	19,046	18,109	5,902	1,186	117	44,360
CALIFORNIA	171,994	42,541	123,619	7,794	2,996	348,944
COLORADO	52,045	17,489	11,640	1,476	264	82,914
CONNECTICUT	72,848	7,783	15,914	1,146	390	98,081
DELAWARE	12,547	5,163	4,513	372	117	22,712
FLORIDA	79,221	20,964	35,992	2,788	767	139,732
GEORGIA	62,434	28,605	17,647	2,259	349	111,294
HAWAII	25,972	5,163	4,927	444	117	36,623
IDAHO	12,547	12,381	4,370	759	117	30,174
ILLINOIS	123,688	31,912	62,156	4,540	1,461	223,757
INDIANA	30,338	24,738	22,230	2,281	445	80,032
IOWA	26,750	25,917	10,153	1,763	156	64,739
KANSAS	30,339	23,666	9,327	1,637	146	65,115
KENTUCKY	37,039	20,750	10,864	1,543	208	70,404
LOUISIANA	76,135	17,706	15,699	1,641	316	111,497
MAINE	13,224	9,092	4,598	603	117	27,634
MARYLAND	96,059	10,385	20,640	1,503	480	129,067
MASSACHUSETTS	78,042	10,236	32,595	2,013	804	123,690
MICHIGAN	89,686	31,647	44,006	3,683	1,050	170,072
MINNESOTA	58,368	29,265	16,559	2,255	353	106,800
MISSISSIPPI	22,459	19,870	6,081	1,275	117	49,802
MISSOURI	48,130	28,886	21,656	2,473	478	101,623
MONTANA	25,797	19,577	4,377	1,151	117	51,019
NEBRASKA	12,547	19,155	5,966	1,256	117	39,041
NEVADA	12,547	11,664	4,504	770	117	29,602
NEW HAMPSHIRE	12,547	5,163	4,522	373	117	22,722
NEW JERSEY	70,790	10,903	43,769	2,510	1,128	129,100
NEW MEXICO	23,287	15,454	5,032	1,050	117	44,940
NEW YORK	96,461	37,077	106,318	6,824	2,647	249,327
NORTH CAROLINA	45,821	32,639	14,512	2,296	225	95,493
NORTH DAKOTA	12,547	13,963	4,279	806	117	31,712
OHIO	77,088	32,233	54,300	4,197	1,232	169,050
OKLAHOMA	18,218	21,099	11,212	1,598	195	52,322
OREGON	63,638	17,157	9,058	1,330	183	91,366
PENNSYLVANIA	123,362	38,997	56,027	4,607	1,284	224,277
RHODE ISLAND	22,459	5,163	5,684	517	138	33,961
SOUTH CAROLINA	20,652	17,098	7,653	1,208	121	46,732
SOUTH DAKOTA	12,547	15,370	4,248	872	117	33,154
TENNESSEE	34,830	24,432	15,087	1,923	276	76,548
TEXAS	114,930	59,184	59,260	5,892	1,284	240,550
UTAH	29,310	10,719	5,656	850	136	46,671
VERMONT	11,292	4,647	3,609	256	106	19,910
VIRGINIA	108,983	23,442	19,803	2,105	445	154,778
WASHINGTON	90,037	17,348	16,430	1,674	348	125,837
WEST VIRGINIA	57,766	12,960	4,943	840	117	76,626
WISCONSIN	29,285	25,926	19,147	2,201	384	76,943
WYOMING	14,203	11,716	4,087	689	117	30,812
DIST. OF COL.	60,828	-	5,272	256	141	66,497
PUERTO RICO	-	8,089	9,967	-	201	18,257



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
September 11, 1973

FHWA--62--73
(202) 426-0677

A total of 2,235 Federal-aid highway and bridge construction contracts were awarded by the State highway departments during the first 6 months of 1973, involving a total cost of approximately \$2.3 billion, the U.S. Department of Transportation's Federal Highway Administration announced today.

These figures indicate decreases of 19 percent in the number of contracts and 8 percent in the total dollar amount of contracts, as compared with the same period for 1972.

The contracts awarded in the first half of 1973 averaged about 1,044,800, with the median size about 252,000. They varied from less than \$25,000 to nearly \$34 million, with a good distribution throughout the entire range.

Fourteen percent of the contracts awarded were for amounts less than \$50,000 and 27 percent were below \$100,000. Contracts for amounts less than \$500,000 comprised 67 percent of contracts awarded and 11 percent of the total dollar amount.

In the Federal-aid program the States select and design the projects to be built, award the contracts, and supervise the construction, subject to Federal Highway Administration review, approval, and control. The Federal share of the project costs is 90 percent on the Interstate System and 50 percent on the Federal-aid primary and secondary systems. The funds for the Federal-aid program come from user taxes levied on the highway users.

(over)

Summary by Size of Contract

First Half - 1973

All Federal-aid Highway Construction Contracts

Contract Size Group (Dollars)	Total Number of Contracts	Percentage of Total Contracts	Total Amount of Low Bids (Dollars)	Percentage of Total Value
\$0 - 49,999	322	14.41	8,844,400	0.38
50,000 - 99,999	271	12.13	20,102,800	0.86
100,000 - 249,999	521	23.31	86,125,300	3.69
250,000 - 499,999	383	17.14	134,213,500	5.75
500,000 - 999,999	252	11.27	182,290,700	7.81
1,000,000 - 2,999,999	286	12.80	485,123,400	20.77
3,000,000 - 4,999,999	85	3.80	331,108,500	14.18
5,000,000 and over	<u>115</u>	<u>5.14</u>	<u>1,087,254,600</u>	<u>46.56</u>
Totals	2,235	100.00	2,335,063,200	100.00

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

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DOT 512

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

FOR RELEASE THURSDAY
September 27, 1973

WASHINGTON, D.C. 20590

FHWA-64-73 (202-426-0677)

Nationwide passenger car registrations are expected to top the 100 million mark in 1973. The Department of Transportation's Federal Highway Administration announced today that by year end there should be about 101,237,000 automobiles registered. This would be a 4.5 percent increase over the 96.9 million registered in 1972. Trucks and buses should total 23,241,000, a 7.4 percent gain over 1972.

The expected total motor-vehicle registrations in 1973 of 124,478,000 are an increase of 5,971,952 over last year's 118,506,048. The estimated 5.0 percent rise over the 1972 registrations reflects the Nation's sustained high level of economic activity.

The perennial leader in numbers of motor vehicles registered, California, is expected to have 13.4 million, followed by 7.7 million in Texas, 7.1 million in New York, 6.7 million in Pennsylvania, and 6.4 million in Ohio. Illinois, Michigan, and Florida will have more than 5 million each, and New Jersey over 4 million. North Carolina and Georgia occupy the 3 million class, while States with 2 million include Alabama, Indiana, Kentucky, Louisiana, Maryland, Massachusetts, Minnesota, Missouri, Tennessee, Virginia, Washington, and Wisconsin. There will be 11 additional States with registrations of more than 1 million.

The 10 leading States account for 65.0 million motor vehicles or 52.2 percent of the National total.

Motorcycle registration growth is expected to be somewhat lower than in 1972, but the increment should be about 420 thousand, an 11.0 percent increase over 1972. The motorcycle totals include all registered motorcycles, motor bicycles, and motor scooters. Most States do not separate them in their records.

The State-by-State estimate of 1973 registrations is shown on the reverse side of this page.

ESTIMATE OF 1973 MOTOR-VEHICLE REGISTRATIONS¹

TABLE ES-V
AUGUST 1973

STATE	AUTOMOBILES			TRUCKS AND BUSES			TOTAL MOTOR VEHICLES			MOTORCYCLES		STATE
	REGISTERED 1972	ESTIMATED 1973	PERCENT INCREASE 1973 1972	REGISTERED 1972	ESTIMATED 1973	PERCENT INCREASE 1973 1972	REGISTERED 1972	ESTIMATED 1973	PERCENT INCREASE 1973 1972	REGISTERED 1972	ESTIMATED 1973	
Alabama	1,746,518	1,837,000	5.2	480,775	526,000	9.4	2,227,293	2,363,000	6.1	58,682	74,000	Alabama
Alaska	101,080	109,000	7.8	47,676	52,000	9.1	148,756	161,000	8.2	10,843	12,000	Alaska
Arizona	971,681	1,052,000	8.3	330,189	366,000	10.8	1,301,870	1,418,000	8.9	49,177	55,000	Arizona
Arkansas	732,378	743,000	1.5	337,917	353,000	4.5	1,070,295	1,096,000	2.4	29,853	34,000	Arkansas
California	10,560,142	11,007,000	4.2	2,292,086	2,438,000	6.4	12,852,228	13,445,000	4.6	625,783	630,000	California
Colorado	1,271,366	1,359,000	6.9	408,336	446,000	9.2	1,679,702	1,805,000	7.5	68,818	75,000	Colorado
Connecticut	1,695,458	1,771,000	4.5	164,927	168,000	1.9	1,860,385	1,939,000	4.2	49,084	55,000	Connecticut
Delaware	269,676	284,000	5.3	53,295	57,000	7.0	322,971	341,000	5.6	5,144	6,000	Delaware
Florida	4,132,336	4,358,000	5.5	703,650	773,000	9.9	4,835,986	5,131,000	6.1	133,489	146,000	Florida
Georgia	2,371,746	2,538,000	7.0	587,708	619,000	5.3	2,959,454	3,157,000	6.7	70,378	75,000	Georgia
Hawaii	392,458	413,000	5.2	54,951	60,000	9.2	447,409	473,000	5.7	10,612	12,000	Hawaii
Idaho	381,854	412,000	7.9	167,980	184,000	9.5	549,834	596,000	8.4	35,941	41,000	Idaho
Illinois	4,903,960	5,095,000	3.9	739,893	772,000	4.3	5,643,853	5,867,000	4.0	142,441	149,000	Illinois
Indiana	2,306,789	2,332,000	1.1	601,754	627,000	4.2	2,908,543	2,959,000	1.7	92,674	99,000	Indiana
Iowa	1,449,638	1,480,000	2.1	467,437	505,000	8.0	1,917,075	1,985,000	3.5	97,505	116,000	Iowa
Kansas	1,220,430	1,317,000	7.9	471,071	501,000	6.4	1,691,501	1,818,000	7.5	88,894	99,000	Kansas
Kentucky	1,515,550	1,613,000	6.4	452,070	493,000	9.1	1,967,620	2,106,000	7.0	36,721	46,000	Kentucky
Louisiana	1,518,246	1,614,000	6.3	424,017	455,000	7.3	2,042,263	2,069,000	6.5	37,083	40,000	Louisiana
Maine	450,861	462,000	2.5	113,921	120,000	5.3	564,782	582,000	3.0	16,146	19,000	Maine
Maryland	1,831,917	1,936,000	5.7	298,541	336,000	12.5	2,130,458	2,272,000	6.6	39,154	44,000	Maryland
Massachusetts	2,543,081	2,653,000	4.3	278,515	291,000	4.5	2,821,596	2,944,000	4.3	59,981	67,000	Massachusetts
Michigan	4,265,042	4,414,000	3.5	745,495	773,000	3.7	5,010,537	5,187,000	3.5	225,591	262,000	Michigan
Minnesota	1,871,521	1,959,000	4.7	496,606	540,000	8.7	2,368,127	2,499,000	5.5	103,764	130,000	Minnesota
Mississippi	919,967	963,000	4.7	329,185	350,000	6.3	1,249,152	1,313,000	5.1	25,487	30,000	Mississippi
Missouri	2,026,903	2,077,000	2.5	591,261	642,000	8.6	2,618,164	2,719,000	3.9	80,736	94,000	Missouri
Montana	374,690	412,000	10.0	209,426	240,000	14.6	584,116	652,000	11.6	34,678	40,000	Montana
Nebraska	777,619	813,000	4.5	303,266	328,000	8.2	1,080,885	1,141,000	5.6	40,149	45,000	Nebraska
Nevada	297,824	318,000	6.8	101,222	110,000	8.7	399,046	428,000	7.3	16,095	17,000	Nevada
New Hampshire	367,856	393,000	6.8	68,302	75,000	9.8	436,158	468,000	7.3	15,672	19,000	New Hampshire
New Jersey	3,463,443	3,686,000	6.4	395,188	408,000	3.2	3,858,631	4,094,000	6.1	65,228	70,000	New Jersey
New Mexico	499,693	530,000	6.1	211,072	228,000	8.0	710,765	758,000	6.6	29,787	33,000	New Mexico
New York	6,269,906	6,360,000	1.4	736,546	753,000	2.2	7,006,452	7,113,000	1.5	80,405	83,000	New York
North Carolina	2,530,456	2,702,000	6.8	689,320	754,000	9.4	3,219,776	3,456,000	7.3	76,171	98,000	North Carolina
North Dakota	289,648	304,000	5.0	173,974	185,000	6.3	463,622	489,000	5.5	15,782	19,000	North Dakota
Ohio	5,486,751	5,567,000	1.5	737,527	792,000	7.4	6,224,278	6,359,000	2.2	226,042	235,000	Ohio
Oklahoma	1,326,180	1,377,000	3.8	561,030	601,000	7.1	1,887,210	1,978,000	4.8	84,674	95,000	Oklahoma
Oregon	1,227,057	1,328,000	8.2	269,058	291,000	8.2	1,496,115	1,619,000	8.2	73,566	85,000	Oregon
Pennsylvania	5,460,277	5,730,000	4.9	851,053	925,000	8.7	6,311,330	6,655,000	5.4	176,130	215,000	Pennsylvania
Rhode Island	475,251	500,000	5.2	61,033	66,000	8.1	536,284	566,000	5.5	15,190	17,000	Rhode Island
South Carolina	1,202,961	1,286,000	6.9	294,428	322,000	9.4	1,497,389	1,608,000	7.4	26,079	37,000	South Carolina
South Dakota	311,876	323,000	3.6	150,737	161,000	6.8	462,613	484,000	4.6	16,624	20,000	South Dakota
Tennessee	1,819,121	1,919,000	5.5	474,514	520,000	9.6	2,293,635	2,439,000	6.3	70,283	74,000	Tennessee
Texas	5,553,182	5,808,000	4.6	1,762,529	1,900,000	7.8	7,315,711	7,708,000	5.4	218,195	235,000	Texas
Utah	538,479	565,000	4.9	202,028	224,000	10.9	740,507	789,000	6.5	45,700	51,000	Utah
Vermont	214,993	223,000	3.7	46,303	50,000	8.0	261,296	273,000	4.5	9,209	10,000	Vermont
Virginia	2,167,217	2,329,000	7.5	435,556	468,000	11.6	2,602,773	2,815,000	8.2	52,729	69,000	Virginia
Washington	1,702,412	1,786,000	4.9	539,648	593,000	9.9	2,242,060	2,379,000	6.1	81,315	92,000	Washington
West Virginia	668,740	704,000	5.3	204,666	215,000	4.9	873,606	919,000	5.2	49,972	53,000	West Virginia
Wisconsin	1,970,777	2,061,000	4.6	408,059	439,000	7.6	2,378,836	2,500,000	5.1	70,277	80,000	Wisconsin
Wyoming	173,572	183,000	5.4	100,036	108,000	8.0	273,608	291,000	6.4	13,887	15,000	Wyoming
Dist. of Col.	239,059	232,000	-3.0	20,433	20,000	-2.1	259,492	252,000	-2.9	4,112	5,000	Dist. of Col.
TOTAL	96,899,638	101,237,000	4.5	21,646,410	23,241,000	7.4	118,506,048	124,478,000	5.0	3,801,932	4,222,000	TOTAL

^{1/} These estimates were made by the Federal Highway Administration on the basis of State reports of vehicle registrations in the early months of 1973 and information available on current trends, vehicle production, and other factors. They include both privately owned and publicly owned vehicles, except those owned by the military services. Registrations shown for 1972 are from table MV-1, 1972.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

RELEASE AT WILL

FHWA 67-73
(202) 426-0677

The Federal Highway Administration's Bureau of Motor Carrier Safety has announced the dates, times, and locations of its second and third public hearings relating to an Advance Notice of Proposed Rule Making, Lightweight Vehicle Exemption (Federal Register, Volume 38, Number 140 page 19692). The proposal is to exempt certain lightweight vehicles from all or part of the provisions in the Motor Carrier Safety Regulations.

The exact dates, times, and locations of the hearings are as follows:

Federal Building
450 Golden Gate Avenue
Room 13450
San Francisco, Calif. 94102

October 10, 1973
9 a. m.

Federal Office Building
601 E. 12th Street
Room 140
Kansas City, Missouri 64106

November 1, 1973
9 a. m.

Any person who wishes to make an oral statement at the hearings should notify the Director of the Bureau of Motor Carrier Safety, Washington, D. C. 20590, at least 10 days prior to the date of the hearing at which he wishes to testify, stating the amount of time required for his initial statement. The first public hearing was held in Washington, D. C.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
October 3, 1973

FHWA 66-73
(202) 426-0677

The Federal Highway Administration's Bureau of Motor Carrier Safety is proposing to increase the minimum interior dimensions of sleeper berths in commercial vehicles operated in interstate and foreign commerce.

Under the proposal, the present minimum interior dimensions of sleeper berths would be increased from the present 75 inches long, 21 inches wide, and 21 inches deep to 75 inches long, 24 inches wide, and 24 inches deep.

The proposed revision was initiated by a petition for rule making filed by Local 222 of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers, which contended that the present minimum requirements are inadequate. The petition maintained that the present dimensions prevent drivers who must rest in sleeper berths from getting sufficient rest to handle large, complex trucks safely.

BMCS Director Robert A. Kaye said, "The available data shows that since 1953, when the dimensions of sleeper berths were last amended, the body dimensions of Americans have increased. Truck drivers have not increased significantly in height, but there has been growth in terms of breadth."

In addition, the Bureau is proposing to remove air mattresses from the list of allowable sleeping equipment. The Bureau has tentatively concluded that air mattresses generally do not provide sufficient support for drivers to obtain adequate rest.

Interested persons are invited to submit written data, views or arguments on or before December 3, 1973, making reference to Docket No. MC-52, to the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, Washington, D.C. 20590.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
October 4, 1973

FHWA 65-73
(202) 426-0677

The Federal Highway Administration's Bureau of Motor Carrier Safety has issued a Notice of Proposed Rule Making concerning the optional use of automatic devices for reducing front-wheel braking effort under normal road conditions.

The proposal to amend Section 393.48 of the Motor Carrier Safety Regulations was made by Mack Trucks, Inc., which said that the present wording may be construed to prohibit the use of automatic front axle brake pressure proportioning devices in other than adverse driving conditions. These pressure proportioning devices produce reduced brake pressure during normal braking applications and full brake pressure during panic stops. Installation of devices of this type is technically beneficial, the Mack petition says, because it enables the vehicle to conform to the new higher performance standards of Motor Vehicle Safety Standard No. 121 (49 CFR 571.121).

BMCS Director Robert A. Kaye said the primary objective of Section 393.48 is to insure that vehicles will have adequate braking facilities under all conditions.

Interested persons are invited to submit data, views, or arguments pertaining to the proposed amendments. All comments should be addressed to the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, Washington, D. C. 20590, and filed on or before November 1, 1973.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

RELEASE AT WILL

FHWA 67-73
(202) 426-0677

The Federal Highway Administration's Bureau of Motor Carrier Safety has announced the dates, times, and locations of its second and third public hearings relating to an Advance Notice of Proposed Rule Making, Lightweight Vehicle Exemption (Federal Register, Volume 38, Number 140 page 19692). The proposal is to exempt certain lightweight vehicles from all or part of the provisions in the Motor Carrier Safety Regulations.

The exact dates, times, and locations of the hearings are as follows:

Federal Building
450 Golden Gate Avenue
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October 10, 1973
9 a. m.

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Kansas City, Missouri 64106

November 1, 1973
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Any person who wishes to make an oral statement at the hearings should notify the Director of the Bureau of Motor Carrier Safety, Washington, D. C. 20590, at least 10 days prior to the date of the hearing at which he wishes to testify, stating the amount of time required for his initial statement. The first public hearing was held in Washington, D. C.

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
October 15, 1973

FHWA 69-73
(202 426-0677)

STATE HIGHWAY-USER TAX RECEIPTS ESTIMATE FOR 1973

The Department of Transportation's Federal Highway Administration estimated today that the States will collect more than \$13.0 billion of revenue from State road-user taxes in 1973. This is 8.3 percent greater than the \$12.0 billion collected in 1972. These figures do not include tolls, which are not included with the regular State road-user tax funds.

State motor-fuel taxes will account for approximately \$8.4 billion or about 65 percent of the 1973 State road-user revenues, up \$741 million from 1972. Thirteen States have increased their gasoline tax rates in 1972 and 1973.

A table showing the State road-user tax estimate for 1973 is shown on the back of this sheet.

(over)

ESTIMATE OF STATE HIGHWAY-USER TAX RECEIPTS—1973^{1/}

(In thousands of dollars)

TABLE ES-R
SEPTEMBER 1973

STATE	MOTOR FUEL			MOTOR VEHICLES AND MOTOR CARRIERS					TOTAL HIGHWAY USER TAXES
	NET GALLONAGE RECEIPTS	OTHER RECEIPTS 2/	TOTAL	MOTOR VEHICLE REGIS- TRATION FEES	OTHER MOTOR VEHICLE FEES 3/	MOTOR CARRIER TAXES 4/	MISCEL- LANEOUS RECEIPTS	TOTAL	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Alabama	146,012	8,560	154,572	41,616	7,671	385	230	49,902	204,474
Alaska	9,616	5	9,621	5,713	705	233	480	7,131	16,752
Arizona	90,922	223	91,145	21,493	4,260	12,725	2,590	41,068	132,213
Arkansas	105,424	655	106,079	31,063	4,464	490	2,275	38,292	144,371
California	748,600	19	748,619	551,988	12,093	19,250	25,250	608,581	1,357,200
Colorado	94,821	215	95,036	20,486	4,159	14,815	2,830	42,290	137,326
Connecticut	145,978	701	146,679	36,914	9,885	1,419	4,250	52,468	199,147
Delaware	26,666	5	26,671	10,483	7,823	-	825	19,131	45,802
Florida	351,969	5,456	357,425	145,225	23,387	3,422	10,500	182,534	539,959
Georgia	235,699	554	236,253	38,007	4,299	751	3,275	46,332	282,585
Hawaii	13,751	2	13,753	12,737	455	75	400	13,667	27,420
Idaho	41,440	50	41,490	9,428	2,178	5,435	2,400	19,441	60,931
Illinois	382,772	-	382,772	253,919	24,355	775	17,310	296,359	679,131
Indiana	243,388	2,249	245,637	61,765	18,177	1,160	6,200	87,302	332,939
Iowa	116,705	102	116,807	85,731	7,727	353	7,000	100,811	217,618
Kansas	95,701	179	95,880	35,535	3,341	1,940	3,275	44,091	139,971
Kentucky	171,734	-	171,734	33,996	61,593	576	1,750	97,915	269,649
Louisiana	153,344	660	154,004	16,919	7,694	720	4,170	29,503	183,507
Maine	51,129	10	51,139	13,500	1,941	483	1,030	16,954	68,093
Maryland	179,989	370	180,359	68,404	68,590	-	4,350	141,344	321,703
Massachusetts	181,510	118	181,628	46,691	20,664	470	3,225	71,050	252,678
Michigan	396,649	130	396,779	140,805	16,276	1,585	8,440	167,106	563,885
Minnesota	147,290	540	147,830	82,214	5,762	420	4,680	93,076	240,906
Mississippi	116,914	539	117,453	25,296	3,270	99	1,850	30,515	147,968
Missouri	196,758	295	197,053	77,524	6,307	1,170	5,320	90,321	287,374
Montana	37,020	410	37,430	12,736	2,782	872	3,700	20,090	57,520
Nebraska	81,041	15	81,056	27,063	3,157	305	2,280	32,805	113,861
Nevada	25,211	148	25,359	14,428	1,603	3,760	1,850	21,641	47,000
New Hampshire	38,033	58	38,091	13,708	4,498	311	1,575	20,092	58,183
New Jersey	291,784	156	291,940	112,422	29,570	1,230	10,940	154,162	446,102
New Mexico	53,897	450	54,347	13,344	2,336	2,400	2,850	22,930	77,277
New York	502,142	84	502,226	212,968	26,740	31,510	20,240	291,458	793,684
North Carolina	275,071	8,187	283,258	88,406	6,042	-	4,360	98,808	382,066
North Dakota	23,626	169	23,795	14,481	1,886	482	1,900	18,749	42,544
Ohio	372,376	-	372,376	127,176	28,120	39,765	6,450	201,511	573,887
Oklahoma	111,528	1,373	112,901	72,557	9,094	550	1,660	83,861	196,762
Oregon	85,651	12	85,663	24,774	4,327	34,593	2,555	66,249	151,912
Pennsylvania	433,597	640	434,237	154,592	20,647	-	8,800	184,039	618,276
Rhode Island	33,152	1	33,153	12,265	2,174	981	685	16,105	49,258
South Carolina	130,950	4,684	135,634	15,322	1,922	718	5,505	23,467	159,101
South Dakota	30,905	90	30,995	13,934	699	3,840	1,455	19,928	50,923
Tennessee	173,242	25,053	198,295	66,108	10,160	970	1,700	78,938	277,233
Texas	383,579	62	383,641	212,724	230,763	1,205	12,425	457,117	840,758
Utah	46,822	529	47,351	8,906	1,014	1,670	3,275	14,865	62,216
Vermont	23,005	-	23,005	12,797	7,201	690	740	21,428	44,433
Virginia	251,047	52	251,099	63,464	63,723	1,760	3,850	132,797	383,896
Washington	165,255	40	165,295	110,788	14,340	2,048	4,055	131,231	296,526
West Virginia	71,705	276	71,981	27,458	34,339	856	2,330	64,983	136,964
Wisconsin	160,061	822	160,883	73,219	6,536	720	4,245	84,720	245,603
Wyoming	23,156	3	23,159	3,090	4,464	6,790	2,025	12,369	35,528
Dist. of Col.	18,588	10	18,598	10,833	10,090	846	1,390	23,159	41,757
Total	8,287,225	64,961	8,352,186	3,389,015	851,303	207,623	236,745	4,684,686	13,036,872

^{1/} These estimates were made by the Federal Highway Administration on the basis of State reports of motor-fuel consumption and motor-vehicle registrations for the early months of 1973, and information available on current trends, motor-fuel production, motor-vehicle production and other factors.

^{2/} Includes distributors and dealers licenses, inspection fees, and fines and penalties.

^{3/} Includes operators and chauffeurs permit fees, certificate of title fees, fines and penalties, estimated service charges, and local collections.

^{4/} Includes gross receipts taxes; mileage, ton-mile, and passenger-mile taxes; special license fees and franchise taxes; and certificate or permit fees.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
October 17, 1973

FHWA-71-73
(202-426-0677)

The Department of Transportation reported today that the States disbursed \$11.5 billion in highway-user taxes in 1972. Of this, \$7.4 billion went for State highway purposes, \$2.9 billion for local roads and streets, and \$1.3 billion for nonhighway purposes.

The data were compiled by the Federal Highway Administration.

Federal Highway Administrator Norbert T. Tiemann said the \$10.2 billion for highways was 11.8 percent more than in 1971.

It should be noted that the data reported here concern only State highway-user impost receipts and their disposition. They do not include Federal aid for highways derived from Federal highway-user excise taxes, nor any Federal, State, and local funds for highways obtained from other sources.

The net collections (after refunds) from State road-user taxes in 1972 amounted to \$12.1 billion. After deducting the cost of collection and administration of the highway-user imposts, \$11.5 billion was available for distribution.

Of the \$7.4 billion devoted to State highway purposes, \$5.7 billion went for capital outlay, maintenance, and administration of the State highway systems; \$774 million was for highway safety activities and law enforcement; and \$883 million was for interest and retirement of State highway bonds.

In most States the local governments receive, by law, a designated portion of the State highway-user tax revenues as grants-in-aid; and in addition many States spend some of their own share of the highway-user revenues directly on local road and street improvements. Of the \$2.9 billion applied to these purposes in 1972, grants-in-aid totaled \$2.5 billion.

(more)

State highway-user revenues amounting to \$1.2 billion were used for nonhighway purposes in 1972. Most States make no nonhighway allocations, or the amounts are insignificant. In 22 States, road-user taxes assigned for nonhighway purposes aggregating \$168 million were offset by appropriations for highways in like amount out of State general funds.

The disposition of highway-user revenues in 1972 is shown by States in the accompanying table DF. In many States the dispositions of revenues from motor-fuel taxes and from motor-vehicle registration fees and allied imposts are governed individually by legislation. The accompanying tables MF-3 and MV-3 show the separate dispositions. Table DF is a combination of the two.

A comparison of net revenues (after deduction of collection costs) and allocations in the past three years follows:

	<u>1970</u>	<u>1971</u>	<u>1972</u>
Revenues			
Motor-fuel taxes.....	\$6,406	\$6,816	\$7,577
Motor-vehicle registration fees and allied imposts.....	<u>3,401</u>	<u>3,560</u>	<u>3,927</u>
Total	9,807	10,376	11,504
Allocations:			
For State-administered highways.	\$6,317	\$6,514	\$7,354
For local roads and streets:			
Grants-in-aid.....	2,271	2,328	2,546
State expenditures.....	<u>255</u>	<u>314</u>	<u>336</u>
Subtotal, local roads and streets.....	2,526	2,642	2,882
For nonhighway purposes.....	<u>964</u>	<u>1,220</u>	<u>1,268</u>
Total	9,807	10,376	11,504

DISPOSITION OF RECEIPTS FROM STATE IMPOSTS ON HIGHWAY USERS - 1972

Compiled for the calendar year
from reports of State authorities

(In thousands of dollars)

TABLE DF
SEPTEMBER 1973

STATE	RECEIPTS AVAILABLE FOR DISTRIBUTION 1/	FOR COLLECTION AND ADMINISTRATION OF HIGHWAY- USER REVENUES	NET FUNDS DISTRIBUTED	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 2/			FOR NONHIGHWAY PURPOSES 4/				STATE
				CAPITAL OUTLAY, MAINTENANCE, AND ADMINISTRATION	HIGHWAY LAW ENFORCEMENT AND SAFETY	SERVICE OF OBLIGATIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWNSHIP ROADS 3/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 2/	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDITIVE) 5/	TOTAL	
Alabama	190,694	5,349	185,345	81,843	6,791	28,110	116,744	56,434	12,167	68,601	-	-	(2,213)	-	Alabama
Alaska 7/	16,328	1,319	15,009	14,326	-	-	14,326	-	683	683	-	-	-	-	Alaska 7/
Arizona	119,579	7,850	111,729	65,063	14,583	1,241	80,887	17,261	13,581	30,842	-	-	-	-	Arizona
Arkansas	127,482	3,816	123,666	81,748	6,712	-	88,460	17,603	17,603	35,206	-	-	(1,775)	-	Arkansas
California	1,360,805	69,214	1,291,591	517,808	144,299	-	662,107	208,601	184,643	393,334	6,241	229,909	(22,984)	8/ 236,150	California
Colorado	126,138	11,660	114,478	61,609	8,846	2,127	72,582	28,156	13,213	41,369	269	258	(12)	527	Colorado
Connecticut	187,958	9,530	178,428	78,703	13,884	41,575	134,162	5,970	11,087	17,057	27,209	-	-	27,209	Connecticut
Delaware 7/	41,751	1,488	40,263	7,722	2,339	17,122	27,183	-	2,000	2,000	11,080	-	-	11,080	Delaware 7/
Florida	500,653	20,363	480,290	191,601	18,691	19,812	230,104	67,465	24,245	91,710	117,506	40,970	(36,672)	158,476	Florida
Georgia	262,544	7,824	254,720	93,442	12,692	13,012	119,146	40,536	14,814	55,350	80,224	-	-	80,224	Georgia
Hawaii	26,822	-	26,822	6,278	-	6,812	13,090	11,655	-	11,655	657	1,420	-	2,077	Hawaii
Idaho	54,202	2,315	51,887	29,919	5,242	-	35,161	11,000	5,726	16,726	-	-	-	-	Idaho
Illinois	653,945	51,360	602,585	278,924	50,394	8,031	337,349	182,251	104,558	286,809	8,427	-	-	8,427	Illinois
Indiana	317,596	16,719	300,877	145,599	21,294	-	166,893	83,823	48,119	131,942	2,042	-	-	2,042	Indiana
Iowa	207,376	5,174	202,202	97,408	7,263	-	104,671	69,737	27,794	97,531	-	-	(7,797)	-	Iowa
Kansas	128,143	5,146	122,997	83,610	7,846	-	91,456	16,803	13,227	30,030	1,511	-	-	1,511	Kansas
Kentucky	225,150	5,653	219,497	148,329	832	47,760	196,921	22,576	-	22,576	-	-	-	-	Kentucky
Louisiana	177,218	8,297	168,921	86,952	3,605	30,388	120,945	33,369	14,607	47,976	-	-	(2,988)	-	Louisiana
Maine	64,444	3,699	60,745	45,032	4,921	7,012	56,965	2,929	851	3,780	-	-	(850)	-	Maine
Maryland	277,867	9,442	268,425	98,067	15,234	27,259	140,560	39,326	41,587	80,913	46,952	-	-	46,952	Maryland
Massachusetts	235,342	17,448	217,894	127,979	17,091	55,016	200,086	14,760	3,048	17,808	-	-	-	-	Massachusetts
Michigan	484,055	26,681	457,374	171,908	5,761	50,963	228,632	144,899	83,843	228,742	-	-	(17)	-	Michigan
Minnesota	215,713	3,162	212,551	106,203	18,824	9,823	134,850	58,325	18,354	76,679	1,022	-	(1,936)	1,022	Minnesota
Mississippi	131,548	7,068	124,480	62,357	7,170	14,936	84,463	38,335	1,682	40,017	-	-	(16)	-	Mississippi
Missouri	231,060	11,920	219,140	173,353	16,196	-	189,759	7,345	22,036	29,381	-	-	-	-	Missouri
Montana	51,377	2,688	48,689	24,682	4,619	-	29,301	15,235	3,587	18,822	566	-	(1,160)	566	Montana
Nebraska	105,937	2,253	103,684	53,695	1,467	2,069	47,451	24,531	21,702	46,233	-	-	(2,333)	-	Nebraska
Nevada	44,124	4,267	39,857	24,225	2,776	-	27,001	3,335	1,846	5,181	-	7,675	-	7,675	Nevada
New Hampshire	53,729	2,254	51,475	35,151	3,465	6,507	45,123	3,502	2,850	6,352	-	-	-	-	New Hampshire
New Jersey 7/	395,749	17,952	377,797	181,362	35,949	15,727	233,038	17,291	9,142	26,433	118,326	-	-	118,326	New Jersey 7/
New Mexico	71,780	4,361	67,399	47,212	6,677	872	54,761	5,593	3,666	7,559	-	5,079	(11,452)	5,079	New Mexico
New York 7/	741,479	39,549	701,930	302,113	36,133	134,619	472,865	63,372	50,422	113,794	115,271	-	-	115,271	New York 7/
North Carolina	355,144	13,635	341,509	257,337	27,521	29,381	314,239	-	27,024	27,024	246	-	-	246	North Carolina
North Dakota	42,827	1,348	41,479	22,996	2,884	-	25,880	10,463	3,870	14,333	1,266	-	(182)	1,266	North Dakota
Ohio	262,160	26,826	235,334	179,484	42,220	100,302	322,006	148,477	64,851	213,328	-	-	(9,900)	-	Ohio
Oklahoma	186,541	8,242	178,299	78,095	10,574	3,166	91,835	52,627	7,701	60,328	-	26,136	(30,167)	26,136	Oklahoma
Oregon	141,705	9,766	131,939	62,468	11,903	4,456	78,827	27,138	15,266	42,404	10,708	-	-	10,708	Oregon
Pennsylvania	576,040	14,879	561,161	310,557	58,258	93,802	462,617	58,551	39,993	98,544	-	-	-	-	Pennsylvania
Rhode Island 7/	46,334	2,220	44,114	687	2,491	12,917	16,095	87	300	98,587	27,632	-	-	27,632	Rhode Island 7/
South Carolina	136,454	4,986	131,468	102,761	8,838	1,713	113,312	13,764	-	13,764	3,574	818	(140)	4,392	South Carolina
South Dakota	47,525	1,917	45,608	32,524	2,440	-	34,964	9,658	986	10,644	-	-	-	-	South Dakota
Tennessee	256,892	7,732	249,160	100,009	9,123	20,012	129,144	58,360	25,698	84,058	35,118	840	(17,016)	35,958	Tennessee
Texas	767,216	25,516	741,700	408,638	36,663	18	445,319	40,784	-	40,784	255,597	-	-	255,597	Texas
Utah	59,596	5,582	54,014	33,490	6,459	-	39,949	8,910	4,772	13,682	383	-	-	383	Utah
Vermont	41,684	1,073	40,611	18,387	4,960	9,641	32,988	6,782	605	7,387	236	-	-	236	Vermont
Virginia	314,576	19,632	294,944	268,611	3,416	-	272,027	2,512	20,405	22,917	-	-	-	-	Virginia
Washington	277,057	15,779	261,278	89,948	20,787	24,039	134,774	46,936	20,739	67,675	48,942	9,887	-	8/ 58,829	Washington
West Virginia	125,570	3,330	122,240	86,559	301	34,780	122,240	-	-	-	-	-	(279)	-	West Virginia
Wisconsin	229,761	14,467	215,294	99,921	20,373	7,768	128,062	47,926	29,033	76,959	-	10,273	-	8/ 10,273	Wisconsin
Wyoming	33,475	1,620	31,855	20,440	2,054	-	22,494	6,359	2,748	9,107	-	254	-	254	Wyoming
Dist. of Col.	41,266	1,985	39,281	-	-	-	-	-	25,835	25,835	-	13,446	-	13,446	Dist. of Col.
Total	12,070,411	566,376	11,504,035	5,697,345	773,681	882,788	7,353,814	1,821,442	1,060,809	2,882,251	921,005	346,965	(167,954)	1,267,970	Total

1/ This table summarizes the receipts from motor-fuel taxes, and from motor-vehicle fees and special imposts on motor carriers, which are recorded separately in tables MF-3 and MV-3 respectively. Amounts in this column exclude allocations for undistributed balances, funds in transit, etc.

2/ Includes direct expenditures by State on local roads and streets as well as grants-in-aid. In many States, funds allotted for "county and township roads" may ultimately have been used in part for municipal streets. Entries include amounts used for service of obligations for local roads.

3/ Former county roads are under State control in Ala. (ten counties), Del., N.C., Va. (all but two counties), and W. Va.

4/ The amounts shown do not necessarily constitute diversion from highway use requiring a penalty under the terms of the Hayden-Cartwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934.

5/ Allocation for local general purposes may have been used in part for highways, but such amounts were not reported.

6/ Gross nonhighway allocation of highway user-revenues were offset, in the amounts shown, against appropriations for highways out of State general funds, and the amounts so offset are included with allocations for State and local highway purposes.

7/ In Alaska, Del., N.J., N.Y., and R.I., highway-user revenues are placed in the State general fund, where they are made available for highways and other purposes as indicated herein.

8/ The nonhighway allocations of "vehicle license fees" in Calif. and "motor-vehicle excise taxes" in Wash. (see table MV-2, footnote 7), and motor-fuel and registration fees in Wis. were in lieu of personal property taxes formerly imposed on motor vehicles.

DISPOSITION OF STATE MOTOR-FUEL TAX RECEIPTS - 1972

Compiled for the calendar year
from reports of State authorities

(In thousands of dollars)

TABLE MF-3
SEPTEMBER 1973

STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUST- MENTS DUE TO UNDE- R- BALANCES, FUND IN TRANSIT, ETC	RECEIPTS AVAILABLE FOR DISTRIBUTION	FOR COLLEC- TING MOTOR- FUEL TAXES AND FEES 2/	NET FUNDS DISTRIBUTED 3/	FOR STATE-ADMINISTERED HIGHWAYS				FOR LOCAL ROADS AND STREETS 4/			FOR NONHIGHWAY PURPOSES 6/			
						CAPITAL OUTLAY, MAINTENANCE AND ADMINIS- TRATION	HIGHWAY LAW ENFORCE- MENT AND SAFETY	SERVICE OF OBLIGA- TIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWN- SHIP ROADS 2/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 1/	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDI- TIVE) 8/	TOTAL
Alabama	144,794	504	145,298	1,266	144,032	60,145	4,972	20,063	85,180	51,105	7,747	58,852	-	-	(439)	-
Alaska 2/	9,413	332	9,745	25	9,720	9,278	-	-	9,278	-	442	-	-	-	-	-
Arizona	83,038	1,006	82,032	1,381	80,651	40,314	9,495	-	49,809	17,261	13,581	30,842	-	-	-	-
Arkansas	91,126	715	91,841	2,753	89,088	61,311	1,373	-	62,684	13,202	13,202	26,404	-	-	(585)	-
California	710,279	63,648	773,927	2,155	771,772	405,732	-	-	405,732	195,529	170,511	366,040	-	-	-	-
Colorado	87,290	-	87,290	7,975	79,315	45,392	6,517	1,599	56,321	19,200	6,647	25,847	-	-	-	-
Connecticut	139,679	1,787	137,892	441	137,451	75,891	12,178	6,513	94,582	5,765	10,707	16,472	26,397	-	-	26,397
Delaware 2/	23,695	-	23,695	58	23,637	4,533	1,373	10,052	15,958	-	1,174	1,174	6,505	-	-	6,505
Florida	329,459	-23	329,436	1,360	328,076	185,921	986	19,812	206,719	67,211	24,219	91,430	29,927	-	-	29,927
Georgia	218,347	-	218,347	882	217,465	83,406	1,198	11,277	96,321	36,221	13,238	49,459	71,685	-	-	71,685
Hawaii	13,448	170	13,618	(2/)	13,618	6,278	-	6,812	13,090	-	-	-	528	-	-	528
Idaho	36,256	943	35,313	145	35,168	19,529	2,808	-	22,337	7,300	5,531	12,831	-	-	-	-
Illinois	362,238	-3,162	359,076	1,736	357,340	126,553	-	3,644	130,197	125,920	100,481	226,401	742	-	-	742
Indiana	235,205	3,044	238,249	425	237,824	122,633	15,622	-	138,255	61,884	35,643	97,527	2,042	-	-	2,042
Iowa	110,622	1,900	112,522	943	111,579	57,103	-	-	57,641	38,431	15,507	53,938	-	-	-	-
Kansas	88,617	1,547	87,070	428	86,642	59,122	5,021	-	64,143	11,986	9,435	21,421	1,078	-	(444)	1,078
Kentucky	136,654	-	136,654	264	136,390	94,210	312	30,427	124,949	-	-	11,441	-	-	-	-
Louisiana	142,996	-2,465	140,531	962	139,569	70,537	222	29,730	100,489	27,015	12,065	39,080	-	-	(2,046)	-
Maine	48,571	298	48,869	2,771	46,098	33,733	3,685	5,552	42,670	2,194	638	2,832	-	-	-	-
Maryland	147,914	-	147,914	1,764	146,150	57,064	-	19,872	76,936	26,189	24,806	50,995	18,219	-	-	18,219
Massachusetts	172,591	2,597	175,188	794	174,394	92,993	11,664	55,016	159,673	12,501	2,220	14,721	-	-	-	-
Michigan	303,756	-2,202	301,554	1,965	299,589	113,589	11,624	33,684	148,400	95,772	55,417	151,189	-	-	(17)	-
Minnesota	138,609	3,017	135,592	904	134,688	67,713	12,007	6,265	85,985	36,308	12,995	48,403	300	-	-	300
Mississippi	104,970	-3,049	101,921	1,980	99,941	57,879	1,244	14,936	74,059	24,200	1,682	25,882	-	-	-	-
Missouri	147,498	1	147,499	791	146,708	107,304	10,023	-	117,327	7,385	22,036	29,381	-	-	-	-
Montana	33,516	-	33,516	402	33,114	19,482	2,014	-	21,496	8,810	2,808	11,618	-	-	-	-
Nebraska	75,249	14	75,263	26	75,237	38,332	454	1,669	40,455	18,560	16,222	34,782	-	-	-	-
Nevada	23,684	156	23,840	416	23,424	18,243	-	-	18,243	3,335	1,846	5,181	-	-	-	-
New Hampshire	35,499	125	35,624	134	35,490	24,558	1,948	4,546	31,052	2,447	1,991	4,438	-	-	-	-
New Jersey 2/	248,112	-	248,112	919	247,193	115,737	22,996	15,727	154,460	11,191	5,849	17,040	75,693	-	-	75,693
New Mexico	50,415	57	50,472	1,049	49,423	41,065	1,796	872	43,733	-	611	4,344	5,079	-	(3,553)	5,079
New York 2/	488,575	-28,710	459,865	730	459,135	195,100	16,763	86,935	298,798	42,489	43,408	85,897	74,440	-	-	74,440
North Carolina	263,829	-	263,829	6,594	257,235	190,077	17,570	29,381	237,028	-	19,961	19,961	246	-	-	246
North Dakota	192,122	3,139	195,261	165	195,096	13,966	1,752	-	15,718	6,739	2,493	9,232	146	-	(15)	146
Ohio	355,268	995	356,263	995	355,268	175,185	23,819	65,894	264,898	50,660	37,720	88,380	-	-	-	-
Oklahoma	106,530	-219	106,311	1,081	105,230	60,389	-	3,166	63,555	38,750	2,925	41,675	-	-	(2,163)	-
Oregon	79,482	165	79,647	163	79,484	38,516	5,474	2,747	46,737	16,732	9,413	26,145	6,602	-	-	6,602
Pennsylvania	405,799	1,129	406,928	1,832	405,096	204,274	38,320	61,700	304,294	58,551	39,993	98,544	-	-	-	-
Rhode Island 2/	31,158	-	31,158	238	30,920	21	1,772	9,191	10,984	62	213	275	19,661	-	-	19,661
South Carolina	113,889	1	113,890	523	113,367	86,614	7,414	1,444	95,472	13,764	-	13,764	557	-	(140)	4,131
South Dakota	28,738	114	28,852	267	28,585	23,196	1,702	-	24,898	3,573	114	3,687	-	-	-	-
Tennessee	183,461	613	184,074	411	183,663	65,591	23,103	7,512	73,103	53,357	25,148	78,505	30,829	-	(411)	30,829
Texas	363,813	1,735	365,548	2,166	363,382	243,895	18,165	18	262,078	7,281	7,281	90,553	-	-	-	90,553
Utah	43,938	33	44,071	1,200	42,871	27,157	4,397	-	31,554	7,225	3,869	11,094	123	-	-	123
Vermont	21,702	-56	21,646	38	21,608	9,784	2,639	5,130	17,553	3,608	322	3,930	125	-	-	125
Virginia	193,726	711	194,437	1,009	193,428	124,188	1,414	-	175,602	2,512	13,892	16,404	-	-	-	-
Washington	155,448	-1,070	154,378	845	153,533	52,083	12,004	23,200	87,384	46,077	20,132	66,209	-	-	-	-
West Virginia	68,885	512	69,397	412	68,985	49,211	-	19,774	68,985	-	-	-	-	-	-	-
Wisconsin	151,642	-	151,642	1,165	150,477	73,758	6,567	5,736	86,061	35,391	21,439	56,830	-	10/ 7,586	-	7,586
Wyoming	21,702	179	21,881	5	21,826	11,601	1,118	-	12,719	6,359	2,748	9,107	-	-	-	-
Dist. of Col.	18,251	-218	18,033	9	18,024	-	-	-	-	-	-	18,024	-	-	-	-
Total	7,611,498	22,451	7,633,949	57,012	7,576,937	4,010,276	292,500	619,906	4,922,682	1,331,453	850,165	2,181,618	459,415	13,222	(9,813)	472,637

1/ See table MF-1 for details of receipts.

2/ Where no entry appears, funds for administering the motor-fuel tax laws were allocated from general revenues. Amounts shown in some States include pro-rata costs of administering motor-vehicle laws. Amount for Hawaii not reported.

3/ Motor-fuel taxes are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro-rata motor-fuel tax portion of the amounts distributed from the common fund.

4/ Includes direct expenditures by States on local roads and streets as well as grants-in-aid. In many States, funds allotted for "county and township roads" may ultimately have been used in part for municipal streets.

5/ Former county roads are under State control in Ala. (ten counties), Del., N.C., Va. (all but two counties), and W. Va.

6/ The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the terms of the Hayden-Cartwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934.

7/ Allocations for local general purposes may have been used in part for highways, but such amounts were not reported.

8/ Gross nonhighway allocation of motor-fuel revenues were offset, in the amounts shown, against appropriations for highways out of State general funds, and the amounts so offset are included with allocations for State and local highway purposes.

9/ In Alaska, Del., N.J., N.Y., and R.I., motor-fuel revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein.

10/ Allocations to towns, villages, and cities in lieu of personal property tax formerly imposed on motor vehicles.

DISPOSITION OF STATE MOTOR-VEHICLE AND MOTOR-CARRIER TAX RECEIPTS - 1972

Compiled for the calendar year
from reports of State authorities

(In thousands of dollars)

TABLE MV-3
SEPTEMBER 1973

IN THOUSANDS OF DOLLARS																	SEPTEMBER 1973
STATE	NET TOTAL RECEIPTS OF CALENDAR YEAR 1/	ADJUST- MENTS DUE TO UNITS- TRIBUTED BALANCES, FUNDS IN TRANSIT, ETC.	RECEIPTS AVAILABLE FOR DISTRIBU- TION	FOR COLLECTING MOTOR- VEHICLE AND MOTOR- CARRIER TAXES 2/	NET FUNDS DISTRIB- UTED 3/	FOR STATE-ADMINISTERED HIGHWAYS			FOR LOCAL ROADS AND STREETS 4/			FOR NONHIGHWAY PURPOSES 6/					
						CAPITAL OUTLAY, MAINTENANCE, AND ADMINIS- TRATION	HIGHWAY LAW ENFORCE- MENT AND SAFETY	SERVICE OF OBLIGA- TIONS FOR STATE HIGHWAYS	TOTAL	COUNTY AND TOWN- SHIP ROADS 5/	MUNICIPAL STREETS	TOTAL	STATE GENERAL PURPOSES	LOCAL GENERAL PURPOSES 7/	OFFSET BY GENERAL FUNDS FOR HIGHWAYS (NON ADDI- TIVE) 8/	TOTAL	
Alabama	46,549	=1,153	45,396	4,083	41,313	21,698	1,819	8,047	31,564	5,329	4,420	9,749	-	-	(1,774)	-	
Alaska 9/	6,585	=2	6,583	1,294	5,289	5,048	-	-	5,048	-	241	241	-	-	-	-	
Arizona	37,777	=230	37,547	6,469	31,078	24,749	5,088	1,241	31,078	-	-	-	-	-	-	-	
Arkansas	37,079	=1,438	35,641	1,063	34,578	20,437	5,339	-	25,776	4,401	4,401	8,802	-	-	(1,190)	-	
California	596,339	=9,461	586,878	67,059	519,819	112,076	144,299	-	256,375	13,162	14,132	27,294	6,241	229,909	(22,984)	10/ 236,150	
Colorado	39,527	=679	38,848	3,685	35,163	16,217	2,329	568	19,114	8,956	6,566	15,522	269	258	(12)	527	
Connecticut	49,996	70	50,066	9,089	40,977	2,812	1,706	35,062	39,580	205	380	585	812	-	-	812	
Delaware 9/	18,056	-	18,056	1,430	16,626	3,189	966	7,070	11,225	-	826	826	4,575	-	-	4,575	
Florida	171,083	134	171,217	19,003	152,214	5,680	17,705	-	23,385	254	26	280	87,579	40,970	(36,672)	128,549	
Georgia	44,197	-	44,197	6,942	37,255	9,946	11,494	1,385	22,825	4,315	1,576	5,891	8,539	-	-	8,539	
Hawaii	13,204	-	13,204	(2/)	13,204	-	-	-	-	11,655	-	11,655	129	1,420	-	1,549	
Idaho	18,747	142	18,889	2,170	16,719	10,390	2,434	-	12,824	3,700	195	3,895	-	-	-	-	
Illinois	286,761	8,108	294,869	49,624	245,245	152,371	50,394	4,387	207,152	26,331	4,077	30,408	7,685	-	-	7,685	
Indiana	79,681	=334	79,347	16,294	63,053	22,966	5,672	-	28,638	21,939	12,476	34,415	-	-	-	-	
Iowa	95,304	=450	94,854	4,231	90,623	40,305	6,725	-	47,030	31,306	12,287	43,593	-	-	(7,797)	-	
Kansas	41,341	=268	41,073	4,718	36,355	24,488	2,825	-	27,313	4,817	3,792	8,609	433	-	-	433	
Kentucky	88,534	=38	88,496	5,389	83,107	54,119	520	17,333	71,972	11,135	-	11,135	-	-	-	-	
Louisiana	36,006	681	36,687	7,335	29,352	16,415	3,383	658	20,456	6,354	2,542	8,896	-	-	(942)	-	
Maine	16,141	30	16,171	928	15,243	11,299	1,236	1,760	14,295	735	213	948	-	-	(850)	-	
Maryland	129,974	=21	129,953	7,678	122,275	41,003	15,234	7,387	63,624	13,137	16,781	29,918	28,733	-	-	28,733	
Massachusetts	60,154	-	60,154	16,654	43,500	34,986	5,427	-	40,413	2,259	828	3,087	-	-	-	-	
Michigan	160,829	21,672	182,501	24,716	157,785	58,319	4,634	17,279	80,232	49,127	28,426	77,553	-	-	-	-	
Minnesota	82,008	=1,887	80,121	2,258	77,863	38,490	6,817	3,558	48,865	22,017	6,259	28,276	722	-	(1,936)	722	
Mississippi	29,676	=49	29,627	5,088	24,539	4,478	5,926	-	10,404	14,135	-	14,135	-	-	(16)	-	
Missouri	86,195	=2,634	83,561	11,129	72,432	66,259	6,173	-	72,432	-	-	-	-	-	-	-	
Montana	17,861	-	17,861	2,286	15,575	5,200	2,605	-	7,805	6,425	779	7,204	566	-	(1,160)	566	
Nebraska	30,697	=23	30,674	2,227	28,447	15,363	1,233	400	16,996	5,971	5,480	11,451	-	-	(2,333)	-	
Nevada	19,823	461	20,284	3,851	16,433	5,982	2,776	-	8,758	-	-	-	-	7,675	-	7,675	
New Hampshire	18,125	=20	18,105	2,120	15,985	10,593	1,517	1,961	14,071	1,055	859	1,914	-	-	-	-	
New Jersey 9/	148,000	=363	147,637	17,033	130,604	65,625	12,953	-	78,578	6,100	3,293	9,393	42,633	-	-	42,633	
New Mexico	20,903	405	21,308	3,332	17,976	6,147	4,881	-	11,028	5,593	1,355	6,948	-	-	(7,899)	-	
New York 9/	281,614	-	281,614	38,819	242,795	107,013	19,370	47,684	174,067	20,883	7,014	27,897	40,831	-	-	40,831	
North Carolina	91,329	=14	91,315	7,041	84,274	67,260	9,951	-	77,211	-	7,063	7,063	-	-	-	-	
North Dakota	17,527	39	17,566	1,183	16,383	9,030	1,132	-	10,162	3,724	1,377	5,101	1,120	-	(167)	1,120	
Ohio	196,662	11,225	207,887	25,831	182,056	4,299	18,401	34,408	57,108	97,817	27,131	124,948	-	-	(9,900)	-	
Oklahoma	80,232	=2	80,230	7,161	73,069	17,706	10,574	-	28,280	13,877	4,776	18,653	-	26,136	(28,004)	26,136	
Oregon	61,177	881	62,058	9,603	52,455	23,952	6,429	1,709	32,090	10,406	5,853	16,259	4,106	-	-	4,106	
Pennsylvania	172,339	=969	171,370	13,047	158,323	106,283	19,938	32,102	158,323	-	-	-	-	-	-	-	
Rhode Island 9/	15,193	=17	15,176	1,982	13,194	666	719	3,726	5,111	25	87	112	7,971	-	-	7,971	
South Carolina	21,374	1,190	22,564	4,463	18,101	16,147	1,424	269	17,840	-	-	-	-	261	-	261	
South Dakota	18,873	=200	18,673	1,650	17,023	9,328	738	-	10,066	6,085	872	6,957	-	-	-	-	
Tennessee	74,161	=117	74,044	7,321	66,723	34,418	9,123	12,500	56,041	5,003	550	5,553	4,289	840	(16,605)	5,129	
Texas	406,645	=1,507	405,138	23,350	381,788	164,743	18,498	-	183,241	33,503	-	33,503	165,044	-	(17,621)	165,044	
Utah	14,247	1,378	15,625	4,382	11,243	6,333	2,062	-	8,395	1,685	903	2,588	-	-	-	260	
Vermont	20,391	=353	20,038	1,035	19,003	8,603	2,321	4,511	15,435	3,174	283	3,457	111	-	-	111	
Virginia	121,556	5	121,561	18,623	102,938	94,423	2,002	-	96,425	-	6,513	6,513	-	-	-	-	
Washington	122,668	11	122,679	14,934	107,745	37,865	8,746	839	47,450	859	607	1,466	48,942	9,887	-	10/ 58,829	
West Virginia	58,431	=2,258	56,173	2,918	53,255	37,348	901	15,006	53,255	-	-	-	-	-	(279)	-	
Wisconsin	80,152	=2,033	78,119	13,302	64,817	26,163	13,806	2,032	42,001	12,535	7,594	20,129	-	2,687	-	10/ 2,687	
Wyoming	11,772	=178	11,594	1,565	10,029	8,839	936	-	9,775	-	-	-	-	254	-	254	
Dist. of Col.	23,246	=13	23,233	1,976	21,257	-	-	-	-	-	7,811	7,811	-	13,446	-	13,446	
Total	4,416,741	19,721	4,436,462	509,364	3,927,098	1,687,069	481,181	262,882	2,431,132	489,989	210,644	700,633	461,590	333,743	(158,141)	795,333	

1/ See table MV-2 for details of receipts.

2/ Collection expenses in many States include service charges deducted by county and local collectors. Amounts shown in some States include pro-rata costs of administering motorfuel tax laws. Amount for Hawaii not reported.

3/ Motor-vehicle revenues are either dedicated for specific purposes or placed with other highway-user revenues in a common fund from which a distribution is made. This table includes both specific dedications and pro-rata motor-vehicle revenue portion of the amounts distributed from the common fund.

4/ Includes direct expenditures by States on local roads and streets as well as grants-in-aid. In many States, funds allotted for "county and township roads" may ultimately have been used in part for municipal streets. Entries include amounts used for service of obligations for local roads.

5/ Former county roads are under State control in Ala. (ten counties), Del., N.C., Va. (all but two counties), and W. Va.

6/ The amounts shown do not necessarily constitute diversions from highway use requiring a penalty under the

Hayden-Cartwright Act of 1934. Such diversions can be determined only after analysis in the light of State laws in force in 1934.

7/ Allocations for local general purposes may have been used in part for highways, but such amounts were not reported.

8/ Gross nonhighway allocations of motor-vehicle and motor-carrier revenues were offset, in the amounts shown, against appropriations for highways out of State general funds, and the amounts so offset are included with allocations for State and local highway purposes.

9/ In Alaska, Del., N.J., N.Y., and R.I., motor-vehicle revenues were placed in the State general fund, where they were made available for highway and other purposes as indicated herein.

10/ The nonhighway allocations of "vehicle license fees" in Calif. and "motor-vehicle excise taxes" in Wash. (see table MV-2, footnote 7), and registration fees in Wis. were in lieu of personal property taxes formerly imposed on motor vehicles.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY A.M.
October 18, 1973

FHWA-70-73 (202) 426-0677

The U.S. Department of Transportation reported today that receipts for highways by State highway departments and related agencies totaled \$18.5 billion in calendar year 1972. Expenditures totaled \$18.2 billion.

The \$18.5 billion total receipts included \$1.7 billion in borrowed funds and \$4.8 billion in Federal aid.

Federal Highway Administrator Norbert T. Tiemann said the \$4.8 billion Federal aid to the States accounted for 48 percent of the \$9.9 billion of total capital expenditures for highways by the States. Some \$4.3 billion of Federal-aid and State funds were spent on the 42,500-mile Interstate System.

The \$18.5 billion of State receipts for highways in 1972 was the same as 1971. Of the \$18.5 billion total receipts, State road-user taxes provided \$10.2 billion or 55 percent. Federal-aid funds, derived from Federal road-user taxes, comprised \$4.8 billion of the total receipts, or 26 percent. Of the remainder, \$949 million came from tolls, \$1.7 billion from proceeds of highway construction bonds, and \$856 million from other sources.

Expenditures for current highway purposes totaled \$17.4 billion in 1972, 3.0 percent higher than in 1971. Capital expenditures, including roadway and bridge improvement and new construction, engineering, and right-of-way costs, amounted to \$9.9 billion, of which \$4.3 billion was for projects on the Interstate System and \$4.2 billion for work on other Federal-aid systems.

Maintenance expenditures were \$2.3 billion, while the costs of administration, highway safety and law enforcement, and interest on highway debt accounted for \$2.5 billion. Grants-in-aid to local governments for highway purpose (derived chiefly from State road-user tax revenues) amounted to \$2.7 billion.

(more)

Retirement of highway bonds during 1972 took \$765 million, bringing total disbursements to \$18.2 billion. The \$267 million excess of receipts over disbursements was placed into highway fund reserves.

The \$8.5 billion capital outlay on the Federal-aid systems not only includes the cooperative work involving Federal-aid funds and State and some local matching monies, but also includes work for which the entire cost was met from State agency funds.

Comparisons of receipts and disbursements for 1970, 1971, and 1972 follows:

	(Billions of dollars)		
	<u>1970</u>	<u>1971</u>	<u>1972</u>
Receipts:			
State highway-user tax revenue.....	\$8.8	\$9.2	\$10.2
Federal funds.....	4.7	5.1	4.8
Other.....	<u>1.7</u>	<u>1.6</u>	<u>1.8</u>
Total current income.....	15.2	15.9	16.8
Construction bonds.....	<u>1.3</u>	<u>2.6</u>	<u>1.7</u>
Total receipts.....	16.5	18.5	18.5
Disbursements:			
Capital outlay:			
Interstate System.....	4.0	4.2	4.3
Other Federal-aid systems.....	4.3	4.5	4.2
Other roads and streets.....	<u>1.0</u>	<u>1.2</u>	<u>1.4</u>
Subtotal.....	9.3	9.9	9.9
Maintenance.....	2.0	2.1	2.3
Administration and enforcement.....	1.5	1.8	1.9
Interest on debt.....	0.6	0.6	0.6
Grants-in-aid to local governments.....	<u>2.4</u>	<u>2.5</u>	<u>2.7</u>
Total current expenditures.....	15.8	16.9	17.4
Debt retirement.....	<u>0.7</u>	<u>0.8</u>	<u>0.8</u>
Total disbursements.....	16.5	17.7	18.2

The data contained in the accompanying table SF-21 are drawn from a series of tables on State highway finance available from the Federal Highway Administration. These and tables for 1972 on motor vehicles, motor fuel, and mileage will appear in the Administration's annual publication HIGHWAY STATISTICS, to be printed later this year.

STATE RECEIPTS AND DISBURSEMENTS FOR HIGHWAYS-SUMMARY-1972¹

Compiled for calendar year
from reports of State authorities

(In thousands of dollars)

TABLE SF-21
SEPTEMBER 1973

STATE	RECEIPTS									DISBURSEMENTS											
	STATE HIGHWAY USER TAX REVENUES 2/	ROAD AND CROSSING TOLLS 3/	OTHER STATE IMPOSTS, GENERAL FUND REVENUES	MISCEL- LANEOUS INCOME	FEDERAL FUNDS		TRANSFERS FROM LOCAL GOVERN- MENTS	BOND PROCEEDS 4/	TOTAL RECEIPTS	CAPITAL OUTLAY				MAINTENANCE AND TRAFFIC SERVICES	ADMINIS- TRATION AND HIGHWAY POLICE	BOND INTEREST	GRANTS- IN-AID TO LOCAL GOVERN- MENTS	SUBTOTAL, CURRENT EXPENDI- TURES	BOND RETIRE- MENT 4/	TOTAL DISBURSE- MENTS	
					FEDERAL HIGHWAY ADMINIS- TRATION	OTHER AGENCIES				FEDERAL-AID SYSTEMS			OTHER ROADS AND STREETS								TOTAL
										INTER- STATE	OTHER FEDERAL- AID SYSTEMS	TOTAL									
Alabama	185,345	-	442	7,877	106,991	127	1,267	-	302,049	105,530	68,746	174,276	4,915	179,191	26,818	15,135	14,779	59,003	294,926	14,940	309,866
Alaska	15,009	7,914	35,485	-	62,860	662	673	23,698	146,301	-	71,786	71,786	3,453	75,239	22,146	32,898	3,853	1,822	135,998	2,884	138,882
Arizona	111,729	-	-	335	75,097	1,193	2,482	-	190,836	69,034	44,216	113,250	-	113,250	23,000	26,538	121	31,693	194,602	1,200	195,802
Arkansas	123,666	513	543	1,690	42,927	4,029	488	-	173,896	29,747	63,323	93,070	2,187	95,257	17,018	17,807	267	36,163	166,512	5,433	171,945
California	1,055,441	21,043	-	25,929	416,724	5,683	5,190	-	1,530,010	377,125	222,052	599,177	149,180	748,357	107,365	209,945	6,011	374,071	1,445,749	8,803	1,454,552
Colorado	113,951	-	1,228	2,516	89,576	1,707	-	-	208,978	69,593	48,150	117,743	219	117,962	22,246	17,339	186	45,775	203,448	1,940	205,388
Connecticut	151,219	34,744	-	16,803	56,279	317	317	75,093	44,379	59,851	104,230	24,616	-	128,846	36,685	49,165	32,178	15,215	262,089	63,332	325,421
Delaware	29,183	18,666	-	3,626	17,061	-	-	13,989	82,525	15,574	10,072	25,646	14,157	39,803	10,390	11,287	11,569	2,000	75,049	13,123	88,172
Florida	321,814	51,629	-	31,700	129,559	-	7,065	63,682	605,449	115,810	130,421	246,231	148,548	394,779	44,966	43,871	38,505	85,984	608,105	17,909	626,014
Georgia	174,496	-	-	3,618	85,470	3,154	28	44,002	310,768	92,575	81,186	173,761	80,606	254,367	43,355	28,592	10,069	9,522	345,905	11,252	357,157
Hawaii	24,745	-	664	263	32,937	-	104	13,840	24,836	22,525	47,361	-	60	47,421	4,776	3,536	3,187	11,655	70,575	3,625	74,200
Idaho	51,887	-	-	669	39,797	2,929	1,530	-	96,812	26,495	24,478	50,973	-	50,973	13,099	11,412	-	19,655	95,139	-	95,139
Illinois	594,158	61,012	-	11,929	225,920	19	9,950	-	902,988	280,707	117,161	397,868	87,447	485,315	104,011	93,292	14,646	211,311	908,575	13,283	921,858
Indiana	298,835	20,500	1,611	14,070	88,388	-	5,849	-	429,253	92,273	92,992	185,265	678	185,943	43,957	54,243	5,557	123,214	412,914	7,906	420,820
Iowa	202,202	229	33,496	5,512	55,142	393	670	3,421	301,065	48,802	124,653	173,455	1,520	174,975	29,119	24,738	156	91,452	320,440	-	320,440
Kansas	121,486	15,870	-	3,868	59,003	87	216	79,996	280,526	57,273	41,243	98,516	527	99,043	35,099	24,103	4,678	190,098	6,784	196,882	
Kentucky	219,497	17,620	13,149	19,884	93,662	49	1,030	-	364,891	85,784	87,969	173,753	158,530	332,283	63,376	35,988	42,727	5,039	479,413	20,201	499,614
Louisiana	168,921	609	44,174	5,012	112,673	1,662	2,162	25,130	360,343	108,547	87,598	196,145	57,449	253,594	39,780	32,191	19,149	29,234	373,948	20,278	394,226
Maine	60,745	12,487	-	2,407	30,642	-	1,708	13,500	122,060	28,062	22,404	50,466	7,271	57,737	32,080	11,077	4,404	3,064	108,362	5,793	114,155
Maryland	221,473	37,151	-	13,765	74,042	9	7,930	55,685	410,055	74,920	130,685	205,605	3,028	208,633	32,538	36,495	23,670	113,247	414,583	25,801	440,384
Massachusetts	217,894	46,983	8,675	6,173	67,185	-	-	5,056	351,966	83,811	36,642	120,453	5,775	126,228	46,517	74,556	35,146	10,337	292,784	56,608	349,392
Michigan	457,374	5,935	29,982	7,211	195,327	61	17,779	-	713,669	159,208	124,217	283,425	4,165	287,590	49,497	58,390	16,787	223,582	635,846	34,885	670,431
Minnesota	211,529	-	-	13,865	93,142	209	2,033	-	320,778	77,722	100,166	177,888	2,132	180,020	43,745	23,915	4,717	67,896	320,293	5,213	325,506
Mississippi	124,480	-	25,695	2,464	54,547	797	965	83,027	291,375	83,222	100,568	138,790	6,162	144,952	14,299	18,601	8,344	42,035	228,231	8,927	237,158
Missouri	219,140	2,147	7,047	131	112,826	593	1,519	-	343,403	81,991	107,479	189,470	62	189,532	63,420	38,737	30	30,194	321,913	1,199	323,112
Montana	48,123	-	-	339	26,450	4,040	-	-	32,490	63,290	24,362	87,652	1,446	89,098	11,965	10,478	-	123,038	-	-	123,038
Nebraska	103,684	-	11,973	844	30,804	1,109	4,039	152,453	17,386	56,252	73,638	1,351	74,989	14,073	14,661	14,661	1,091	47,072	151,886	1,000	152,886
Nevada	32,182	-	-	5,189	27,387	70	-	-	64,828	24,527	13,523	38,050	3,605	41,655	9,254	13,251	-	5,251	69,411	-	69,411
New Hampshire	51,475	7,335	-	989	27,740	19	1,236	8,039	96,833	23,135	14,244	37,379	2,639	40,018	19,957	11,258	1,770	4,948	77,951	7,210	85,161
New Jersey	259,471	136,526	-	30,984	127,322	-	4,297	56,922	615,522	131,576	58,272	189,848	161,779	351,627	74,095	80,926	74,680	23,191	604,519	47,361	651,880
New Mexico	62,320	-	-	61,290	396	-	845	125,699	46,582	30,203	76,785	1,397	78,182	23,476	11,743	92	7,932	121,425	900	122,325	
New York	586,659	203,603	-	27,043	193,547	-	-	335,209	1,346,061	385,531	308,902	694,433	43,390	737,823	208,432	78,652	88,274	109,958	1,223,139	88,639	1,311,778
North Carolina	341,263	321	-	13,809	88,360	-	2,780	-	446,533	18,900	112,271	131,171	101,630	232,801	92,175	61,248	8,061	27,024	421,329	18,000	439,329
North Dakota	40,213	-	1,697	198	32,240	141	5,719	-	40,208	21,290	23,137	44,427	687	45,114	7,719	7,213	-	15,388	75,434	-	75,434
Ohio	535,334	36,341	500	10,783	173,023	449	12,793	100,002	869,225	148,273	162,884	311,115	15,807	326,922	30,275	95,468	32,717	199,693	735,075	94,981	830,056
Oklahoma	152,163	18,442	5,012	5,765	58,933	4,051	4,508	-	248,874	37,712	82,474	120,186	14,239	134,425	31,113	22,695	11,560	61,899	261,692	3,084	264,776
Oregon	121,231	860	1,377	2,687	111,888	24,884	875	-	263,802	110,633	48,625	159,258	1,035	160,293	25,610	23,572	2,314	63,491	275,280	5,150	280,430
Pennsylvania	561,161	97,152	2,649	21,130	199,773	86	5,814	371,257	1,259,022	161,705	196,653	358,358	185,749	544,107	268,073	102,451	78,816	101,167	1,094,654	54,831	1,149,485
Rhode Island	16,482	2,721	-	339	23,479	-	-	15,034	58,055	12,802	13,369	26,171	25	26,196	9,684	5,342	7,474	40,083	8,200	57,283	
South Carolina	127,076	-	-	312	39,528	31	226	-	167,173	25,070	78,771	103,841	14,876	118,717	39,287	17,904	545	13,795	190,248	1,909	192,157
South Dakota	45,608	-	6,595	213	33,795	64	1,799	-	88,074	22,455	33,947	56,402	887	57,289	10,671	10,676	-	10,828	89,464	-	89,464
Tennessee	213,202	-	1,824	1,824	112,264	78	3,488	20,032	352,479	101,079	96,143	197,222	13,105	210,327	26,284	26,284	7,084	67,170	334,936	12,960	347,896
Texas	486,103	12,906	4,043	6,166	247,568	4,151	8,046	-	769,783	165,992	287,029	453,021	16,004	469,025	113,713	91,147	2,121	41,207	717,213	5,790	723,003
Utah	53,631	-	-	5,644	68,535	493	93	-	76,193	69,314	22,835	92,149	5,611	97,760	9,564	13,996	-	128,950	-	-	128,950
Vermont	40,375	-	-	187	29,725	-	-	13,000	83,287	29,342	12,740	42,082	1,416	43,498	14,273	9,015	3,996	4,560	75,342	5,645	80,987
Virginia	294,944	46,463	17,128	8,026	126,292	-	6,351	-	499,204	119,465	1										



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
October 22, 1973

FHWA 68-73
(202) 426-0677

Motor-fuel consumption in the United States is expected to exceed 115 billion gallons in 1973, a 6.0 percent increase over 1972. Consumption patterns in the early months of the year continued the pattern of the previous year and pointed toward an annual increase of between 7 and 8 percent. However, this pattern changed as fuel shortages began to occur in late spring and summer.

This was indicated by preliminary Federal Highway Administration figures based on reports from States and other sources. July and August data for scattered areas show several decreases and generally more moderate increases. Due to fuel shortages in some areas, preliminary estimates are less reliable than in the past.

The highway use of motor fuel in 1973 is expected to be 6.3 percent more than in 1972, compared with a 7.7 percent increase in 1972 over 1971.

In 1973, the highway use of motor fuel should approach 112 billion gallons. This is nearly 900 gallons of fuel for every registered motor vehicle (excluding motorcycles). The total will include 102.2 billion gallons of gasoline and 9.5 billion gallons of special fuels (diesel, butane, etc.).

California is expected to lead the States in highway motor-fuel consumption in 1973 with 11.1 billion gallons. Texas and New York are next with 7.8 and 6.2 billion gallons, respectively. These are followed by Illinois, Ohio, and Pennsylvania with over 5 billion gallons; Florida and Michigan with more than 4 billion gallons each; and Georgia, Indiana, New Jersey, and North Carolina with over 3 billion gallons each. These 12 States will account for 57 percent of the total highway consumption. Seven other States will use more than 2 billion gallons each of motor fuel on the highways in 1973.

The use of gasoline for farming, aviation, boating, etc., is expected to decline slightly to 3.7 billion gallons from its 3.8 billion gallon total for the previous year.

A table showing the FHWA projected motor-fuel consumption for 1973 by States is shown on the back of this sheet.

(over)

ESTIMATE OF MOTOR-FUEL USE—1973¹

(In thousands of gallons)

TABLE ES-F
SEPTEMBER 1973

STATE	HIGHWAY USE					NONHIGHWAY USE OF GASOLINE	TOTAL USE	
	GASOLINE	SPECIAL FUELS	TOTAL	PERCENT CHANGE 1973 1972	GALLONS PER MOTOR VEHICLE		AMOUNT	PERCENT CHANGE 1973 1972
Alabama	1,845,423	186,757	2,032,180	6.9	860	43,009	2,075,189	6.7
Alaska	106,678	12,462	119,140	8.8	740	38,490	157,630	-11.8
Arizona	1,158,608	140,280	1,298,888	9.5	916	49,278	1,348,166	9.6
Arkansas	1,132,251	151,690	1,283,941	6.0	1,171	30,484	1,314,425	5.8
California	10,314,828	752,584	11,067,412	5.4	823	224,340	11,291,752	5.2
Colorado	1,339,563	100,827	1,440,390	8.8	798	60,790	1,501,180	8.4
Connecticut	1,363,064	89,167	1,452,231	5.0	749	23,315	1,475,546	4.8
Delaware	304,189	16,010	320,199	7.4	939	6,191	326,390	7.2
Florida	4,072,726	314,279	4,387,005	8.4	855	111,688	4,498,693	7.9
Georgia	2,838,473	331,234	3,169,707	8.2	1,004	49,575	3,219,282	8.1
Hawaii	273,261	11,505	284,766	6.5	602	11,472	296,238	6.3
Idaho	457,288	37,988	495,276	8.4	831	35,223	530,499	8.2
Illinois	4,838,664	470,971	5,309,635	4.6	905	306,124	5,615,759	5.9
Indiana	2,721,404	388,590	3,109,994	5.0	1,051	95,103	3,205,097	4.5
Iowa	1,493,901	207,097	1,700,998	5.3	857	203,978	1,904,976	4.1
Kansas	1,289,920	148,118	1,438,038	8.2	791	131,720	1,569,758	7.1
Kentucky	1,699,782	170,346	1,870,128	8.0	888	29,115	1,899,243	7.8
Louisiana	1,737,330	155,805	1,893,135	7.5	915	50,745	1,943,880	7.3
Maine	533,046	40,924	573,970	5.3	986	12,087	586,057	5.2
Maryland	1,873,422	113,872	1,987,294	7.0	875	24,531	2,011,825	6.9
Massachusetts	2,395,795	121,325	2,517,120	5.2	855	26,413	2,543,533	5.1
Michigan	4,557,437	281,519	4,838,956	5.5	933	172,522	5,011,478	5.1
Minnesota	1,980,187	167,521	2,147,708	6.5	859	182,569	2,330,277	5.7
Mississippi	1,216,484	135,906	1,352,390	6.1	1,030	31,059	1,383,449	5.9
Missouri	2,625,743	259,689	2,885,432	5.8	1,061	129,665	3,015,097	5.2
Montana	438,741	78,947	517,688	11.7	794	35,857	553,545	9.4
Nebraska	854,567	115,283	969,850	6.4	850	54,724	1,024,574	5.0
Nevada	377,738	48,122	425,860	7.6	995	15,792	441,652	7.2
New Hampshire	408,868	18,416	427,284	7.3	913	6,623	433,907	7.3
New Jersey	3,319,546	283,174	3,602,720	6.7	880	58,276	3,660,996	6.4
New Mexico	679,487	105,043	784,530	7.7	1,035	16,111	800,641	7.5
New York	5,939,779	284,096	6,223,875	2.8	875	244,782	6,468,657	2.5
North Carolina	2,834,535	258,585	3,093,120	7.7	895	79,501	3,172,621	7.5
North Dakota	325,271	41,479	366,750	7.6	750	105,608	472,358	4.8
Ohio	4,964,465	542,429	5,506,894	5.2	866	134,941	5,641,835	5.0
Oklahoma	1,569,792	172,826	1,742,618	5.9	881	48,870	1,791,488	5.7
Oregon	1,247,367	153,068	1,400,435	9.5	865	51,315	1,451,750	9.1
Pennsylvania	5,119,071	601,201	5,720,272	7.0	860	174,952	5,895,224	6.6
Rhode Island	380,298	27,222	407,520	5.9	720	13,170	420,690	6.0
South Carolina	1,482,460	141,620	1,624,080	8.0	1,010	32,934	1,657,014	7.8
South Dakota	405,865	41,835	447,700	6.2	925	73,363	521,063	3.9
Tennessee	2,171,725	267,275	2,439,000	8.1	1,000	43,004	2,482,004	7.9
Texas	7,105,036	673,892	7,778,928	6.7	1,009	152,329	7,931,257	6.5
Utah	619,527	63,901	683,428	6.7	866	25,098	708,526	6.4
Vermont	251,926	16,223	268,149	6.0	982	5,892	274,041	5.9
Virginia	2,508,530	264,245	2,772,775	8.6	985	51,086	2,823,861	8.4
Washington	1,674,245	133,795	1,808,040	6.3	760	56,238	1,864,278	6.1
West Virginia	750,577	100,417	850,994	5.2	926	9,496	860,490	5.1
Wisconsin	2,112,759	185,981	2,298,740	6.0	919	124,043	2,422,783	5.6
Wyoming	264,428	51,307	315,735	7.1	1,085	41,378	357,113	6.9
Dist. of Col.	228,898	17,558	246,456	-2.9	978	4,684	251,140	-2.7
Total	102,204,968	9,494,406	111,699,374	6.3	897	3,739,553	115,438,927	6.0

^{1/} These estimates were made by the Federal Highway Administration on the basis of State reports of motor-fuel consumption in the early months of 1973, and information available on current trends, motor-fuel production, and other factors.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
November 7, 1973

FHWA 73-73
(202) 426-0677

A recent study shows that late-model automobiles driven at 70 mph consume 30.5 percent more gasoline than they do traveling at 50 mph.

So reports the Department of Transportation's Federal Highway Administration in a just released publication, "The Effect of Speed on Automobile Gasoline Consumption Rates."

"In view of the critical and growing fuel shortage facing this Nation," said Federal Highway Administrator Norbert T. Tiemann, "the implication of this finding is obvious: we must find ways to reduce speeds on our highways."

Since it is estimated that slightly over 25 percent of all highway travel takes place at speeds exceeding 50 mph, a substantial fuel saving could be realized by limiting speeds to 50 mph. FHWA estimates that total highway fuel consumption would be reduced by about 5 percent if no vehicles were to exceed the 50 mph limit.

The new FHWA publication, authored by E. M. Cope, details the findings of a special study of 12 vehicles in which the effect of speed on fuel consumption rates was tested at constant speeds of 30, 40, 50, 60 and 70 mph.

The average miles per gallon for all cars tested (while not using air conditioning) was 19.49 at 50 mph. This dropped to 17.51 miles per gallon at 60 mph, and to 14.93 at 70 mph.

On the other hand, the tests showed that slowing vehicles from under 50 mph to lower speeds would perhaps waste as much fuel as it would save.

- more -

With air conditioning equipment in use, the average miles per gallon were 16.42 at 50 mph, 15 at 60 mph, and 13.17 at 70 mph.

In noting that the effect of air conditioning on miles per gallon proved to be less than expected, the FHWA publication states, "the principal reason . . . for the narrowness of the gap between miles per gallon with air conditioning in use and not in use is that wind resistance, friction, and other power requirements for the movement of the vehicle tend to increase at a rate equal to or greater than the increase in vehicle speed, whereas the power required to operate air conditioning remains more nearly constant."

The cars used in the study were selected to cover a range of weights, but except for air conditioning, no effort was made to measure the effect on fuel consumption of other features or equipment. All of the cars were 1970 or later year models. Each had been operated more than 3,000 miles, and with one exception, none was specially tuned or modified for the test.

"It has been generally recognized that cars operating at high speeds use more fuel per mile than those operating at lower speeds," said Administrator Tiemann. "We wanted to find out how much more, and the tests accomplished what they were intended to do--they give a clear picture of very substantial increases of fuel consumption in speed ranges above 50 mph."

Copies of "The Effect of Speed on Automobile Gasoline Consumption Rates" may be obtained from the Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, D. C. 20590.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

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FIRST CLASS





DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 2059

FOR RELEASE MONDAY
November 12, 1973

FHWA 75-73
(202) 426-0677

The Department of Transportation's Federal Highway Administration has announced that some 105 fellowships and scholarships will be awarded for the 1974-75 academic year under three programs to individuals engaged in or planning to enter the field of highway transportation.

Approximately 85 fellowships will be offered at \$5,000 each and 20 scholarships at \$2,500 each. The selected candidates will be permitted to choose the university or college of their choice, provided the school offers courses relevant to the programs.

The programs and their objectives are:

-- Highway Safety Fellowship Program -- To assist State and local agencies to develop the expert manpower needed for the implementation of their highway safety programs.

-- Highway Transportation Research and Education Program -- To strengthen State and local highway programs and to enable the highway agencies to respond to technological advances.

-- Highway Technology Program -- To assist State and local highway agencies in developing the skilled manpower needed to perform many technical tasks related to highway transportation and prepare technicians for increased responsibility.

State highway departments and local government agencies are encouraged to sponsor applicants for the fellowship and scholarship awards.

Application forms may be obtained from FHWA Regional and Division Offices, State highway departments, and from colleges and universities. Forms may also be obtained from the National Highway Institute, Federal

Highway Administration, Department of Transportation, Washington,
D. C. 20590.

Applications should be sent directly to the National Highway
Institute on or before December 31, 1973. Applicants will be notified
within 60 days if they have been selected. Colleges and universities
chosen by the successful applicants will be notified simultaneously.

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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY

November 14, 1973

FHWA 76-73

(202) 426-0677

Five State highway agencies, a research and development firm, and an oil company service station were first place winners in the sixth annual contest sponsored by the U. S. Department of Transportation's Federal Highway Administration to demonstrate and encourage the compatibility of highways and environment.

The competition is designed to recognize the efforts made by State and local governments, civic and professional groups, and private industry to preserve or improve the environment adjacent to highways.

The 1973 contest attracted 1056 photographic entries from all fifty States, Puerto Rico and the District of Columbia illustrating how highways cannot only be attractive, but can have a beneficial impact on the areas traversed.

Federal Highway Administrator Norbert T. Tiemann said the number and quality of the entries demonstrated the concern of the entire national highway program with the environment. "We have never doubted," Tiemann said, "That an atmosphere of coexistence between efficiency and beauty was possible. Certainly the results of this competition over the past 6 years justifies this contention."

The California Department of Transportation won first place in three of the contest's 11 categories. One first place each was won by the Connecticut D. O. T., New Jersey State D. O. T., and Maryland D. O. T. The Maine Department of Transportation and the New Hampshire Department of Public Works and Highways each received a first place award

- more -

for a joint project. In addition, EG & G, Inc., a research and development firm and a Shell Oil Company Service Station won first place awards.

First place winners in each of the 11 categories and the locations of the projects follow:

1. Outstanding Section of Highway in its Rural Environment - California Department of Transportation--Route 101, Humboldt County between Jordan Road undercrossing and Eel River Bridge.

2. Outstanding Section of Highway in its Urban Environment - No entry was found sufficiently outstanding to be selected for first place by the judges.

3. Outstanding Bridge, Overpass, Tunnel Approach, Interchange Structure, or other Highway Structural Feature - Maine Department of Transportation and New Hampshire Department of Public Works and Highways--I-95, Piscataqua River Bridge between Kittery, Maine, and Portsmouth, New Hampshire.

4. Outstanding Safety Rest Area or Information Center - No entry was found sufficiently outstanding to be selected for first place by the judges.

5. Outstanding Example of Highway-Oriented Private Enterprises which preserve or enhance the environment. - Hydrospace-Challenger, Inc. for their Rockville Science Center on I-70S in Montgomery County, Maryland.

6. Outstanding Example of Multiple Use of Highway Right-of-way in Urban or Rural Areas - California Department of Transportation. Route 24 sharing of right-of-way with Bay Area Rapid Transit (BART) for 11 miles in Alameda and Contra Costa Counties.

7. Outstanding Example of the Preservation of Wildlife or Natural Areas - California Department of Transportation --Route 395, Modoc County for the creation of a pond with earth knolls as a nesting area for geese.

8. Outstanding Example of the Preservation, Relocation, or Restoration of Historic Sites - Connecticut Department of Transportation for the relocation and restoration of a covered bridge at West Cornwall, Connecticut.

9. Outstanding Example of Screening or Design Techniques which Minimize the Visual Impact of Unsightly Areas - New Jersey State

Department of Transportation for shrubbery screening of a junkyard near Lawnside in Camden County, New Jersey.

10. Outstanding Example of Landscape Treatment Along Roadsides and Interchanges - Maryland Department of Transportation for a natural regeneration project on I-70.

11. Outstanding Example of Motorist Service Station - Shell Oil Company for their Service Center at El Camino Real and Baily Avenue in Mount View, California.

Second and third place winners for each of the categories were also selected. Second place winners in the various categories follow:

1. Oregon State Department of Transportation, I-205, near Tualatine, Oregon.

2. Minnesota Department of Highways for I-35W, West Mississippi River to East Hennepin Ave.

3. California Department of Transportation for State Route 178 bridge spanning the Kern River in Kern County, California.

4. Minnesota Department of Highways for Goose Creek Rest Area 1.5 miles north of Harris, Minnesota.

5. West Point Pepperell Manufacturing Company for the Carter-Lanier Mill on I-85 near Lanett, Alabama.

6. The Department of Highways and Traffic, District of Columbia for the Capitol reflecting pool over the Center Leg of the Inner Loop Freeway, Washington, D. C.

7. Connecticut Department of Transportation for a fish ladder beside I-84 in Manchester to aid the natural movement of fish.

8. California Department of Transportation for the preservation and restoration of the Mission of San Jose De Guadalupe just south of I-680 in Fremont, California. The mission is one of the 13 original California missions.

9. Maryland Department of Transportation for screening a junkyard with chain link fence, wood slats and vines one-half mile south of the I-695 interchange in Anne Arundel County, Maryland.

10. Virginia Department of Highways for the landscape treatment of I-64 east of Va-20 Interchange in Albemarle County, Virginia.

11. The Exxon Company, U. S. A. for a Self-Service Station at Plank Road and Harding Boulevard, Baton Rouge, Louisiana.

Third place awards went to the following:

1. Minnesota Department of Highways for I-35 between Moose Lake and Mahtowa, Minnesota.

2. Arkansas State Highway Department for Highway 10 in Pulaski County, western Little Rock, Arkansas.

3. Arkansas State Highway Department for the White River Bridge on Highway 341 in Baxter County near Norfolk, Arkansas.

4. Minnesota Department of Highways for Burgen Lake Safety Rest Area on I-94, 1.5 miles east of Alexandria, Minnesota.

5. Moore Business Forms (Pacific Division) on I-580, McArthur Freeway, Oakland, California.

6. Oregon State Highway Division for the Bear Creek Bike Path in Medford, Oregon.

7. California Department of Transportation for a tree retaining wall preserving an outstanding oak tree near Monterey, California.

8. Massachusetts Department of Public Works for the construction of an island to preserve the site of the Boston Massacre, near the State House in Boston, Massachusetts.

9. New York State Department of Transportation for the retention of natural shrubbery and additional planting at the interchange of the Cross Island Parkway and the Grand Central Parkway.

10. Washington State Department of Highways for the landscape treatment on I-5 from Lakeview to Dearborn in downtown Seattle.

11. U-Pump Self-Service Station south of Scottsdale Road and Shea Boulevard in Scottsdale, Arizona.

Additionally, nine Honorable Mentions and a Special Commendation award were given. In category number one, the California Department of Transportation received honorable mention for a section of I-40 through the Mojave Desert between Ludlow and Needles, and for Route 138, Summit Valley, in San Bernardino County.

In category six, the District of Columbia's Department of Highways and Traffic received an award for a sitting park adjacent to the expressway at 23rd and D Streets, NW. The Nevada Department of Highways also received an honorable mention in category six for a restaurant under an elevated portion of I-80 in Sparks, Nevada.

The California Department of Transportation received two honorable mentions in category seven for the relocation of desert tortoises along highway 58 between Boron and the Mojave Desert and on I-40 in the Mojave Desert for preservation of natural wildlife habitat.

In category eight, Pope and Talbot, Inc., a lumber company, was awarded an honorable mention for the restoration of an 1853 lumber company town in Port Gamble, Washington near State Route 104.

Category eleven saw four honorable mention awards going to three oil companies. Standard Oil of California received two awards for stations on College Avenue in Santa Rosa and on I-5 near Kettleman City, California. The Texaco Corporation was honored for its service facility on Hawaii Kai Drive and Pepeekeo Street in Honolulu, Hawaii, and the Mobile Oil Corporation for its station on North Granite Reef Road, Scottsdale, Arizona.

For the first time, a Special Commendation award was made for an entry showing the results of removing billboards to the Virginia Department of Highways. This project was near I-95 in Caroline County.

Judges for the contest were: Under Secretary of Transportation John W. Barnum; Mrs. Jeanne Cooley, Roadside Chairman, National Council of State Garden Clubs; Mr. Arnold Vollmer, Landscape Architect and City Planner, Vollmer Associates; Mr. Henry Arnold, Landscape Architect, Arnold Associates; Mr. Douglas Smith, Architect, Barton-Aschman Associates, Inc; Mrs. Sarah P. Harkness, Architect, Architects Collaborative, Inc.; Mr. Eugene Johnson, President of the Asphalt Institute; and Mr. Eugene Smith, Industrial Designer, F. Eugene Smith Associates.

The judging was held on November 2, 1973, in the Loew's L'Enfant Plaza Hotel, Washington, D. C.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

November 23, 1973

FHWA-77-73 (202-426-0677)

QUARTERLY REPORT ON THE FEDERAL-AID
HIGHWAY PROGRAM, SEPTEMBER 30, 1973

Secretary of Transportation Claude S. Brinegar said today that work has either been completed or is underway on 98.7 percent--or 41,958 miles--of the 42,500-mile Interstate System.

He said only 542 miles, or 1.3 percent, have not yet advanced to the point where location public hearings have been held.

Information compiled by the Department of Transportation's Federal Highway Administration as of Sept. 30, 1973, showed that 35,075 miles--or 82.5 percent--of the Interstate System are now in use, with construction underway on another 3,254 miles.

"This represents an addition of 1,279 miles completed in the 12-month period since Sept. 30, 1972," Secretary Brinegar said. "It reflects the steady progress being made in constructing this, the safest and best engineered highway network in the world."

As currently designated, the System consists of 34,185 miles of rural and 8,315 miles of urban highways. As of this report, 28,260 miles or 82.7 percent of the rural mileage, and 6,815 miles or 82.0 percent of the urban mileage were open to traffic.

The total mileage in use by passenger and commercial vehicles rose from 33,796 a year ago and 34,848 as of June 30, 1973, the date of the last survey, to 35,075 as of Sept. 30.

In addition to the sections open to traffic, 3,254 miles were under construction as of Sept. 30, engineering or right-of-way acquisition prior to construction was in progress on another 3,174 miles; and route location approval was pending on 455 additional miles for which public hearings had been held.

The status of the Interstate System as of September 30, 1973, is shown on the accompanying map, and in detail in table I. In summary, the status follows: 1/

	<u>Urban</u>		<u>Rural</u>		<u>Total</u>	
	<u>Miles</u>	<u>Percent</u>	<u>Miles</u>	<u>Percent</u>	<u>Miles</u>	<u>Percent</u>
1. Improved and open to traffic <u>2/</u>	6,815	82.0	28,260	82.7	35,075	82.5
2. Under construction	594	7.1	2,660	7.8	3,254	7.6
3. Location approved-construction not started	649	7.8	2,525	7.4	3,174	7.5
4. Public hearing held approval pending	101	1.2	354	1.0	455	1.1
5. No location action taken	<u>156</u>	<u>1.9</u>	<u>386</u>	<u>1.1</u>	<u>542</u>	<u>1.3</u>
	8,315	100.0	34,185	100.0	42,500	100.0

1/ Items 3, 4 and 5 correspond to first two columns in the table on opposite page. "Preliminary Status or Not Yet in Progress," and "Engineering or Right-of-way."

2/ Includes 2,309 miles of toll roads.

Some \$52.47 billion has been put to work on the Federal-aid Interstate program since the accelerated program began in 1956. Work completed since July 1, 1956, has cost \$39.24 billion, of which \$32.78 billion was for construction and \$6.45 billion for engineering and right-of-way acquisition. As of September 30, 1973, work estimated to cost \$13.24 billion was underway or authorized, including \$9.04 billion of construction; and \$4.20 billion of engineering and right-of-way acquisition. Interstate financing data, by States, are reported in table II.

The continuing program of Federal assistance for the improvement of the Federal-aid primary and secondary highway systems and their urban extensions, and the new urban system, for which \$1.425 billion was apportioned for fiscal year 1973, has also shown considerable accomplishment, with \$35.87 billion worth of work involving 277,583 miles of construction contracts completed or underway.

Construction contracts involving 265,351 miles of primary and secondary highways and their urban extensions were completed since July 1, 1956, at a cost of \$27.18 billion; and contracts involving 12,232 miles at a cost of \$5.40 billion were underway on September 30. In addition, \$2.15 billion of engineering and right-of-way acquisition work had been completed and \$1.14 billion worth of such work was underway. The primary-secondary-urban program is financed by the Federal Government and the States on a 70/30 basis. Data are reported by States in table III.

The Highway Trust Fund, source of Federal funds for the Federal-aid Interstate and other highway programs, received \$1.710 billion of tax revenue income during the 3 months ended September 30, about 68 percent of it from the taxes on motor fuel. Disbursements for highways during the period amounted to \$1.097 billion. Disbursements for other highway related programs were \$3 million. The status of the Trust Fund is shown in table IV.



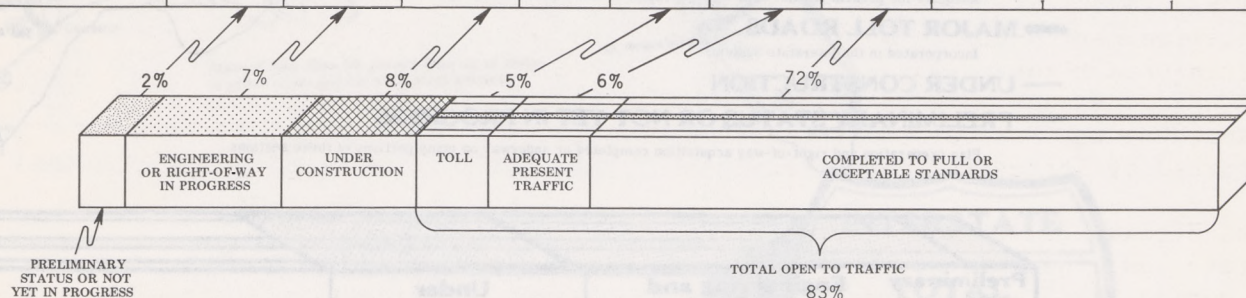
THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

IMPROVEMENT STATUS OF SYSTEM MILEAGE AS OF SEPTEMBER 30, 1973



TABLE 1

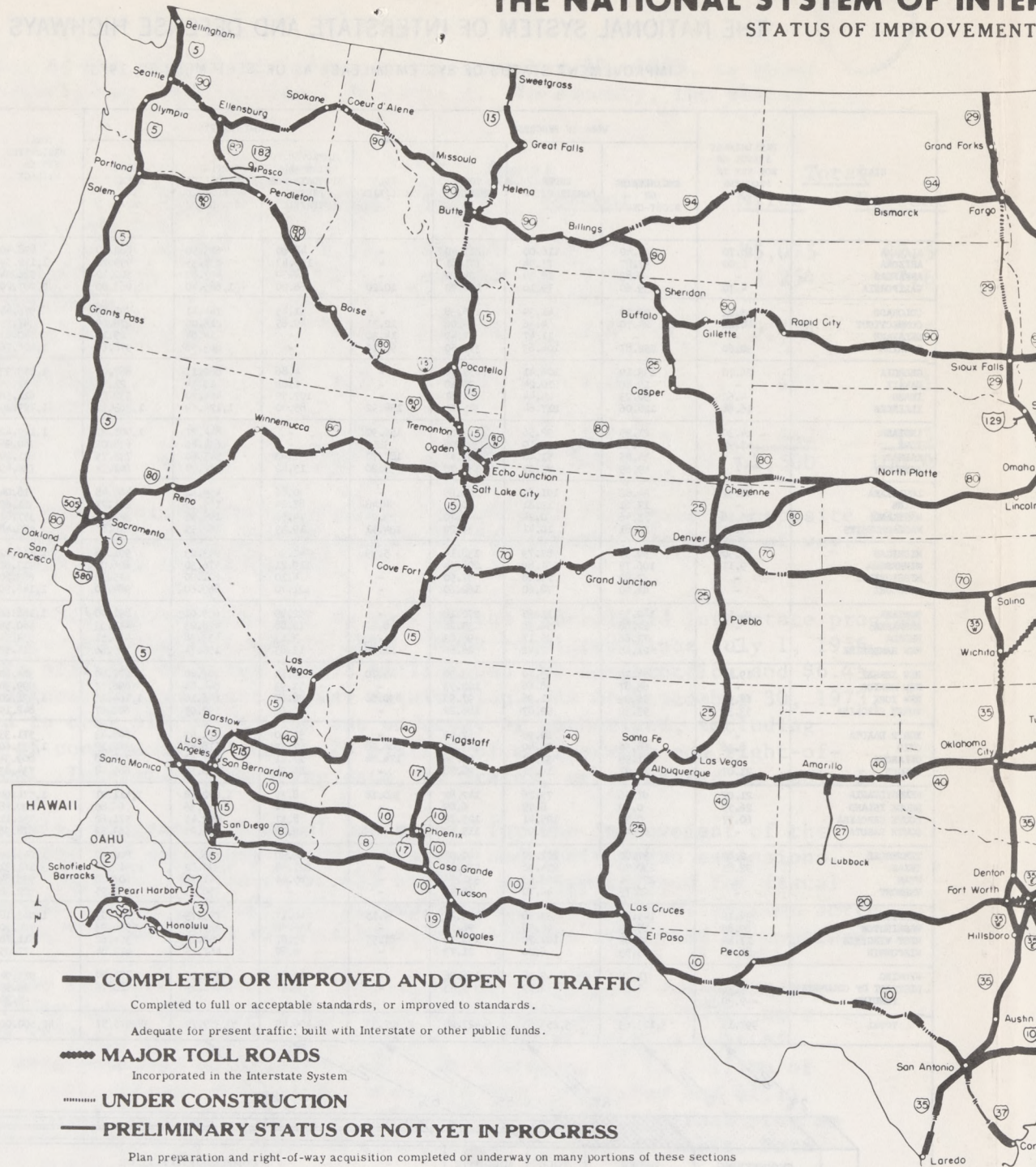
STATE	PRELIMINARY STATUS OR NOT YET IN PROGRESS 1/	WORK IN PROGRESS			OPEN TO TRAFFIC				TOTAL DESIGNATED SYSTEM MILEAGE	STATE
		ENGINEERING OR RIGHT-OF- WAY	UNDER CONSTRUCTION	TOTAL UNDERWAY	TOLL FACILITIES	IMPROVED TO STANDARDS ADEQUATE FOR PRESENT TRAFFIC	COMPLETED TO FULL OR ACCEPTABLE STANDARDS	TOTAL OPEN TO TRAFFIC		
ALABAMA	18.70	101.40	116.00	217.40	-	48.80	613.50	662.30	898.40	ALABAMA
ARIZONA	1.00	97.87	73.94	171.81	-	168.43	831.35	999.78	1,172.59	ARIZONA
ARKANSAS	-	5.83	18.39	24.22	-	4.30	497.82	502.12	526.34	ARKANSAS
CALIFORNIA	4.70	139.60	79.10	218.70	10.20	168.20	1,885.40	2,063.80	2,287.20 2/	CALIFORNIA
COLORADO	45.21	93.99	41.39	135.38	-	51.45	744.41	795.86	976.45	COLORADO
CONNECTICUT	40.21	24.70	4.36	29.06	12.31	49.65	216.06	278.02	347.29	CONNECTICUT
DELAWARE	-	11.47	11.47	22.94	14.30	-	14.84	29.14	40.61	DELAWARE
FLORIDA	30.60	292.87	104.63	397.50	95.10	-	883.56	978.66	1,406.76 3/	FLORIDA
GEORGIA	26.70	133.19	106.41	239.60	-	4.86	882.17	887.03	1,153.33	GEORGIA
HAWAII	-	19.86	10.24	30.10	-	2.01	19.44	21.45	51.55	HAWAII
IDAHO	4.62	50.23	24.44	74.67	-	107.59	424.70	532.29	611.58	IDAHO
ILLINOIS	16.68	128.06	217.64	345.70	154.92	85.80	1,124.59	1,365.31	1,727.69	ILLINOIS
INDIANA	14.30	21.29	92.56	113.85	156.90	-	844.37	1,001.27	1,129.42	INDIANA
IOWA	47.92	28.92	66.10	95.02	3.17	-	634.85	638.02	780.96	IOWA
KANSAS	-	34.05	51.40	85.45	187.70	2.45	545.60	735.75	821.20	KANSAS
KENTUCKY	-	49.69	85.09	134.78	39.20	15.42	547.79	601.71	736.49	KENTUCKY
LOUISIANA	40.91	24.82	191.83	216.65	-	0.86	459.62	460.48	718.04	LOUISIANA
MAINE	-	17.61	12.81	30.42	54.48	87.24	139.55	281.27	311.69	MAINE
MARYLAND	26.56	3.46	0.24	3.70	53.04	74.55	199.96	327.55	357.81	MARYLAND
MASSACHUSETTS	19.41	25.81	10.41	36.22	134.41	19.49	262.95	416.85	472.48	MASSACHUSETTS
MICHIGAN	46.50	50.35	87.79	138.14	5.39	42.96	943.23	991.58	1,176.22	MICHIGAN
MINNESOTA	9.17	106.75	101.89	208.64	-	119.71	576.30	696.01	913.82	MINNESOTA
MISSISSIPPI	-	32.80	25.10	57.90	-	4.10	621.20	625.30	683.20	MISSISSIPPI
MISSOURI	-	84.00	78.60	162.60	-	121.70	862.60	984.30	1,146.90	MISSOURI
MONTANA	24.58	160.53	111.65	272.18	-	252.89	639.01	891.90	1,188.66	MONTANA
NEBRASKA	-	12.88	26.38	39.26	0.22	12.88	428.23	441.33	480.59	NEBRASKA
NEVADA	-	72.86	25.17	98.03	-	3.13	433.38	436.51	534.54	NEVADA
NEW HAMPSHIRE	-	21.45	7.41	28.86	21.09	13.83	150.74	185.66	214.52	NEW HAMPSHIRE
NEW JERSEY	19.10	54.10	39.40	93.50	45.70	18.50	207.80	272.00	384.60 4/	NEW JERSEY
NEW MEXICO	-	63.87	38.66	102.53	-	21.93	844.84	896.77	999.30	NEW MEXICO
NEW YORK	68.92	55.99	41.96	97.95	490.08	28.07	646.18	1,164.33	1,331.20 5/	NEW YORK
NORTH CAROLINA	53.30	93.39	92.83	186.22	-	10.62	592.05	602.67	842.19	NORTH CAROLINA
NORTH DAKOTA	-	-	62.90	62.90	-	37.40	471.03	508.43	571.33	NORTH DAKOTA
OHIO	8.36	68.65	74.40	143.05	206.20	57.52	1,118.47	1,382.19	1,533.60	OHIO
OKLAHOMA	-	1.99	38.67	40.66	174.04	17.11	577.53	768.68	809.34	OKLAHOMA
OREGON	21.07	11.97	16.31	28.28	-	86.94	598.54	685.48	734.83	OREGON
PENNSYLVANIA	21.07	67.56	75.26	142.82	360.18	8.35	1,042.48	1,411.01	1,574.90	PENNSYLVANIA
RHODE ISLAND	26.59	0.40	6.49	6.89	-	8.44	58.36	66.80	100.28	RHODE ISLAND
SOUTH CAROLINA	60.77	0.31	125.41	125.72	-	8.17	563.45	571.62	758.11	SOUTH CAROLINA
SOUTH DAKOTA	-	65.46	49.97	115.43	-	49.28	514.25	563.53	678.96	SOUTH DAKOTA
TENNESSEE	2.80	37.80	202.20	240.00	-	66.30	736.30	802.60	1,045.40	TENNESSEE
TEXAS	92.85	230.70	224.96	455.66	-	221.98	2,390.82	2,612.80	3,161.31	TEXAS
UTAH	-	227.91	103.65	331.56	-	65.54	541.74	607.28	938.84	UTAH
VERMONT	-	26.73	42.70	69.43	-	-	250.95	250.95	320.38	VERMONT
VIRGINIA	34.72	149.83	33.58	183.41	9.15	40.17	795.73	845.05	1,063.18	VIRGINIA
WASHINGTON	69.85	55.53	40.59	96.12	-	126.98	469.95	596.93	762.90	WASHINGTON
WEST VIRGINIA	17.44	32.02	107.70	139.72	81.55	18.87	254.20	354.62	511.78	WEST VIRGINIA
WISCONSIN	82.48	15.53	6.20	21.73	-	5.69	467.15	472.84	577.05	WISCONSIN
WYOMING	-	71.78	45.18	116.96	-	13.82	783.16	796.98	913.94	WYOMING
DISTRICT OF COLUMBIA	9.36	7.24	2.19	9.43	-	2.47	8.29	10.76	29.55	DISTRICT OF COLUMBIA
PENDING	- 9.30 6/	-	-	-	-	-	-	-	- 9.30 6/	PENDING
TOTAL	997.15	3,173.63	3,253.65	6,427.28	2,309.33	2,406.45	30,359.79	35,075.57	42,500.00	TOTAL



- 1/ Public hearings have been held on route location, and location studies are underway on many portions of the mileage in this column.
- 2/ Excludes 7.00 miles chargeable to the Howard-Cramer Act of the total 17.20 mile Century Freeway (I-105) which was added to the system under that Act.
- 3/ Excludes the 43.80 mile St. Petersburg-Tampa Bypass (I-75E originally; now part of I-75) which was added to the system under the Howard-Cramer Act.
- 4/ Excludes 27.30 miles chargeable to the Howard-Cramer Act of the total 34.30 mile Trenton-Asbury Park Spur (I-195) which was added to the system under that Act.
- 5/ Excludes 52.80 miles of the total 67.20 mile Genesee Expressway (I-390) and the entire 10.60 miles (I-590) in Rochester, which are chargeable to the Howard-Cramer Act.
- 6/ The "minus" mileage reserve, temporarily indicated, results from recent system measurements. The final mileage measurements will provide an adequate reserve for all designated routes on the system.

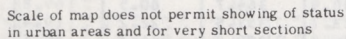
THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS

STATUS OF IMPROVEMENT



Preliminary Status or Not Yet in Progress	Engineering and Right-of-Way in Progress	Under Construction	
997 Miles	3,174 Miles	3,254 Miles	

STATEMENT AS OF SEPTEMBER 30, 1973



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

35,075 Miles

MILES

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

ACTIVE AND COMPLETED PROJECTS FINANCED WITH FEDERAL-AID INTERSTATE FUNDS

AS OF SEPTEMBER 30, 1973

8230 M13

/MILLIONS OF DOLLARS/

TABLE II

STATE	PROJECTS UNDERWAY OR AUTHORIZED						PROJECTS COMPLETED JULY 1, 1956 TO DATE					
	CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL		CONSTRUCTION		ENGINEERING AND RIGHT-OF-WAY		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	\$218.4	\$197.0	\$156.5	\$140.7	\$374.9	\$337.7	\$633.2	\$559.4	\$62.3	\$54.0	\$695.5	\$613.4
ALASKA												
ARIZONA	68.2	63.6	87.7	83.0	155.9	146.6	517.1	476.1	59.2	55.0	576.3	531.1
ARKANSAS	38.4	34.7	22.7	20.3	61.1	55.0	372.7	332.4	35.0	30.0	407.7	362.4
CALIFORNIA	539.6	473.1	356.4	318.5	896.0	791.6	2,952.0	2,574.1	1,134.9	967.5	4,086.9	3,541.6
COLORADO	158.0	143.8	29.0	26.5	187.0	170.3	442.3	393.9	58.9	51.3	501.2	445.2
CONNECTICUT	86.5	73.1	112.6	100.9	199.1	174.0	486.3	411.5	150.4	131.7	636.7	543.2
DELAWARE	62.4	56.0	12.7	11.5	75.1	67.5	90.8	80.5	20.7	17.9	111.5	98.4
FLORIDA	150.4	135.2	147.5	126.0	297.9	261.2	736.6	645.8	166.4	143.1	903.0	788.9
GEORGIA	252.8	214.5	76.4	68.8	329.2	283.3	632.2	559.2	87.9	77.9	720.1	637.1
HAWAII	113.4	100.3	72.7	62.9	186.1	163.2	141.6	103.2	58.0	51.6	199.6	154.8
IDAHO	59.3	54.7	8.4	7.8	67.7	62.5	230.1	210.1	33.0	29.0	263.1	239.1
ILLINOIS	565.6	507.2	93.3	82.0	658.9	589.2	1,877.1	1,622.9	334.1	287.0	2,211.2	1,909.9
INDIANA	114.2	102.8	29.1	26.4	143.3	129.2	866.9	776.1	170.1	153.1	1,037.0	929.2
IOWA	80.3	71.8	38.5	33.6	118.8	105.4	490.3	433.8	68.6	57.8	558.9	491.6
KANSAS	85.7	76.7	32.6	29.3	118.3	106.0	359.3	316.4	52.6	46.7	411.9	363.1
KENTUCKY	155.1	138.0	31.7	28.4	186.8	166.4	707.9	629.7	125.7	108.1	833.6	737.8
LOUISIANA	310.5	278.6	151.1	136.0	461.6	414.6	842.6	752.6	70.3	61.1	912.9	813.7
MAINE	33.9	29.1	17.0	15.1	50.9	44.2	233.2	205.1	13.7	11.9	246.9	217.0
MARYLAND	166.5	146.8	167.6	150.0	334.1	296.8	476.0	410.3	56.3	49.5	532.3	459.8
MASSACHUSETTS	162.1	141.5	122.9	110.7	285.0	252.2	625.3	547.4	161.6	142.2	786.9	689.6
MICHIGAN	399.3	358.5	168.3	150.5	567.6	509.0	1,147.8	974.4	339.8	291.7	1,487.6	1,266.1
MINNESOTA	213.8	193.0	155.9	140.1	369.7	333.1	670.3	604.3	116.2	103.4	786.5	707.7
MISSISSIPPI	45.7	41.0	52.9	47.4	98.6	88.4	479.5	428.5	21.3	18.1	500.8	446.6
MISSOURI	196.5	170.8	16.5	14.8	213.0	185.6	851.2	760.3	246.3	218.7	1,097.5	979.0
MONTANA	102.2	93.2	43.1	39.2	145.3	132.4	433.1	392.3	39.1	34.7	472.2	427.0
NEBRASKA	41.2	37.0	7.5	6.8	48.7	43.8	238.5	213.2	52.0	46.0	290.5	259.2
NEVADA	38.7	36.6	61.9	58.8	100.6	95.4	206.0	191.0	10.7	9.3	216.7	200.3
NEW HAMPSHIRE	47.4	40.7	14.6	12.9	62.0	53.6	199.9	175.0	18.9	16.4	218.8	191.4
NEW JERSEY	413.8	354.3	220.3	192.2	634.1	546.5	710.0	620.5	120.8	107.0	830.8	727.5
NEW MEXICO	42.0	38.9	27.9	25.8	69.9	64.7	445.1	410.3	47.3	42.4	492.4	452.7
NEW YORK	427.4	371.6	204.9	181.2	632.3	552.8	1,751.9	1,484.9	257.3	215.3	2,009.2	1,700.2
NORTH CAROLINA	151.3	135.6	52.3	47.1	203.6	182.7	407.0	355.7	46.9	40.9	453.9	396.6
NORTH DAKOTA	35.6	32.2	9.4	8.4	45.0	40.6	236.4	213.3	11.8	10.3	248.2	223.6
OHIO	465.3	401.3	127.2	114.5	592.5	515.8	1,633.8	1,432.7	623.4	551.6	2,257.2	1,984.3
OKLAHOMA	50.0	44.8	86.2	77.4	136.2	122.2	413.5	363.3	19.6	16.8	433.1	380.1
OREGON	178.4	163.8	87.1	80.3	265.5	244.1	618.6	550.0	73.9	66.4	692.5	616.4
PENNSYLVANIA	677.1	581.3	329.8	286.9	1,006.9	868.2	1,239.0	1,091.8	224.2	189.2	1,463.2	1,281.0
RHODE ISLAND	20.6	18.5	16.3	14.3	36.9	32.8	187.9	162.8	55.2	47.9	243.1	210.7
SOUTH CAROLINA	97.6	87.8	5.3	4.7	102.9	92.5	328.8	293.9	40.3	35.6	369.1	329.5
SOUTH DAKOTA	42.5	38.7	7.1	6.4	49.6	45.1	298.7	268.4	18.7	16.6	317.4	285.0
TENNESSEE	141.0	126.7	119.3	107.3	260.3	234.0	792.2	711.6	147.9	129.2	940.1	840.8
TEXAS	393.4	349.4	3.1	2.8	396.5	352.2	1,762.6	1,560.7	454.6	407.0	2,217.2	1,967.7
UTAH	153.4	142.0	63.0	59.7	216.4	201.7	398.3	371.5	59.5	52.8	457.8	424.3
VERMONT	42.1	37.8	7.4	6.7	49.5	44.5	295.9	263.8	27.6	23.0	323.5	286.8
VIRGINIA	324.1	285.8	111.3	100.6	435.4	386.4	1,069.0	951.1	154.3	136.3	1,223.3	1,087.4
WASHINGTON	190.6	172.7	180.2	163.3	370.8	336.0	806.9	701.3	96.4	83.4	903.3	784.7
WEST VIRGINIA	510.5	460.2	141.7	127.8	652.2	588.0	429.9	385.7	58.1	51.0	488.0	436.7
WISCONSIN	49.3	44.4	20.3	18.3	69.6	62.7	408.9	364.7	80.5	69.8	489.4	434.5
WYOMING	29.3	26.6	10.3	9.3	39.6	35.9	383.7	351.5	22.2	19.4	405.9	370.9
DIST. OF COL.	97.2	73.5	82.0	72.4	179.2	145.9	226.8	200.8	46.7	40.5	273.5	241.3
PUERTO RICO												
TOTAL	9,938.4	7,997.3	4,195.6	3,756.5	13,238.0	11,753.8	32,784.8	28,889.5	6,451.1	5,617.0	39,235.9	34,506.5

FEDERAL-AID PRIMARY AND SECONDARY HIGHWAY SYSTEMS ACTIVE AND COMPLETED PROJECTS FINANCED WITH PRIMARY, SECONDARY AND URBAN FUNDS

AS OF SEPTEMBER 30, 1973

8230 M13

/MILLIONS OF DOLLARS/

TABLE III

STATE	PROJECTS UNDERWAY OR AUTHORIZED							PROJECTS COMPLETED JULY 1, 1956 TO DATE						
	CONSTRUCTION			ENGINEERING AND ROW		TOTAL		CONSTRUCTION			ENGINEERING AND ROW		TOTAL	
	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	MILES	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
ALABAMA	\$102.0	\$49.6	195.1	\$33.1	\$16.3	\$135.1	\$65.9	\$523.3	263.2	7,757.7	55.9	27.2	579.2	290.4
ALASKA	83.1	75.3	232.8	38.1	35.5	121.2	110.8	449.5	412.6	3,199.5	70.3	65.4	519.8	478.0
ARIZONA	22.9	11.6	39.8	1.8	1.4	24.7	13.0	311.2	213.6	2,130.1	4.5	3.0	315.7	216.6
ARKANSAS	66.2	34.8	323.3	20.0	10.1	86.2	44.9	400.3	198.9	5,608.2	21.7	10.5	422.0	209.4
CALIFORNIA	265.8	164.2	297.4	30.9	19.9	296.7	194.1	1,727.3	940.8	4,061.8	20.1	12.3	1,747.4	953.1
COLORADO	40.3	21.9	104.9	19.9	11.5	60.2	33.4	412.5	225.0	3,971.9	55.5	30.3	468.0	255.3
CONNECTICUT	70.3	36.3	22.4	21.9	11.0	92.2	47.3	240.5	118.0	273.3	37.8	15.4	278.3	133.4
DELAWARE	30.7	16.1	21.4	7.2	3.8	37.9	19.9	105.5	52.1	544.7	11.4	5.8	116.9	57.9
FLORIDA	141.1	73.0	199.6	24.0	12.1	165.1	85.1	629.1	295.0	3,741.9	8.7	4.3	637.8	299.3
GEORGIA	160.7	81.2	405.8	59.6	30.0	220.3	111.2	576.6	285.6	6,159.2	66.0	32.7	642.6	318.3
HAWAII	39.5	19.1	20.8	18.8	7.9	58.3	27.0	79.9	39.2	170.5	24.5	12.3	104.4	51.5
IDAHO	32.4	23.3	142.6	3.2	2.2	35.6	25.5	203.8	133.5	2,586.3	23.4	13.7	227.2	147.2
ILLINOIS	241.7	122.2	591.9	10.0	5.1	251.7	127.3	1,299.8	661.9	8,744.9	60.0	28.7	1,355.8	690.6
INDIANA	117.9	59.2	155.1	23.7	12.3	141.6	71.5	681.9	348.7	3,630.1	83.1	39.8	765.0	388.5
IOWA	80.6	44.4	651.2	3.8	2.3	84.4	46.7	596.5	306.9	12,944.6	18.5	9.2	615.0	316.1
KANSAS	78.0	40.0	449.5	8.4	4.2	86.4	44.2	585.6	288.8	14,421.4	43.0	21.3	628.6	310.1
KENTUCKY	91.1	44.5	97.4	43.1	22.2	134.2	66.7	398.0	199.8	2,473.6	78.8	38.7	476.8	238.5
LOUISIANA	115.9	57.8	138.2	41.3	20.5	157.2	78.3	438.3	214.1	2,952.7	21.3	10.4	459.6	224.5
MAINE	21.2	10.9	37.0	11.1	5.8	32.3	16.7	202.9	98.9	1,073.9	25.0	11.7	227.9	110.6
MARYLAND	92.3	45.3	102.4	43.1	22.3	135.4	67.6	304.0	148.3	1,529.5	6.3	3.2	310.3	151.5
MASSACHUSETTS	134.6	71.7	98.3	27.5	13.7	162.1	85.4	454.7	224.1	534.6	112.6	32.6	567.3	256.7
MICHIGAN	200.7	110.7	595.2	35.3	17.8	236.0	128.5	1,009.7	492.4	10,235.4	72.1	34.5	1,081.8	526.9
MINNESOTA	135.0	68.0	793.7	8.8	4.5	143.8	72.5	723.3	361.1	16,910.2	18.9	9.6	742.2	370.7
MISSISSIPPI	70.1	33.5	426.4	24.3	12.3	94.4	45.8	425.7	207.0	8,402.3	36.6	18.2	462.3	225.2
MISSOURI	71.1	36.1	154.6	84.5	45.3	155.6	81.4	699.8	354.9	10,271.4	133.6	64.1	833.4	419.0
MONTANA	39.2	26.0	182.3	19.1	12.1	58.3	38.1	353.8	214.5	5,042.1	36.2	20.2	390.0	234.7
NEBRASKA	70.4	37.0	474.9	4.5	1.9	74.9	38.9	463.0	235.2	8,998.5	39.8	19.7	502.8	254.9
NEVADA	13.0	11.9	24.8	14.0	12.6	27.0	24.5	154.5	134.7	1,993.9	16.2	13.6	170.7	148.3
NEW HAMPSHIRE	17.1	8.4	27.5	.9	.4	18.0	8.8	145.1	71.4	500.2	5.0	2.3	150.1	73.7
NEW JERSEY	180.7	86.9	58.2	107.2	51.2	287.9	138.1	384.7	185.6	566.3	48.4	24.2	433.1	209.8
NEW MEXICO	32.9	21.4	91.0	7.7	5.2	40.6	26.6	283.3	184.7	2,729.4	29.0	17.5	312.3	202.2
NEW YORK	460.0	240.8	184.9	32.2	16.2	492.2	257.0	1,987.6	925.9	3,653.4	32.5	15.7	2,020.1	941.6
NORTH CAROLINA	133.4	66.4	213.9	45.6	22.7	179.0	89.1	577.9	286.1	5,146.0	110.4	54.5	688.3	340.6
NORTH DAKOTA	35.7	18.5	758.7	3.7	2.0	39.4	20.5	321.9	165.4	16,421.0	19.0	9.9	340.9	175.3
OHIO	281.9	141.4	187.7	7.5	3.8	289.4	145.2	1,028.3	524.6	2,977.2	155.4	77.0	1,183.7	601.6
OKLAHOMA	101.3	53.4	338.0	12.1	6.0	113.4	59.4	579.4	286.6	6,930.2	15.7	7.5	595.1	294.1
OREGON	53.7	22.8	50.2	11.5	7.3	65.2	30.1	343.6	209.8	2,283.8	24.4	14.3	368.0	224.1
PENNSYLVANIA	472.2	220.6	289.3	46.6	23.1	518.8	243.7	1,117.4	546.7	2,261.2	104.7	45.4	1,222.1	592.1
RHODE ISLAND	31.5	15.4	25.0	23.5	11.9	55.0	27.3	115.7	57.0	264.1	31.4	15.1	147.1	72.1
SOUTH CAROLINA	93.1	49.1	636.1	2.1	1.0	95.2	50.1	345.7	171.9	8,001.3	25.6	13.0	371.3	184.9
SOUTH DAKOTA	31.9	17.5	330.7	1.6	.9	33.5	18.4	349.9	191.0	10,985.4	5.3	3.0	355.2	194.0
TENNESSEE	98.0	50.4	352.5	44.8	22.4	142.8	72.8	527.3	263.8	8,171.3	60.0	28.4	587.3	292.2
TEXAS	273.4	152.8	613.4	.7	.3	274.1	153.1	1,846.9	947.2	21,462.7	6.7	3.6	1,853.6	950.8
UTAH	24.7	18.5	108.0	10.3	8.1	35.0	26.6	186.2	134.1	1,801.9	19.1	13.2	205.3	147.3
VERMONT	11.5	6.2	12.7	1.4	.7	12.9	6.9	120.2	60.2	576.7	17.1	7.9	137.3	68.1
VIRGINIA	103.1	55.4	156.8	9.3	4.7	112.4	60.1	599.4	290.1	4,143.0	54.7	26.1	654.1	316.2
WASHINGTON	71.3	40.3	156.2	10.7	5.9	82.0	46.2	473.1	243.7	4,362.8	20.6	10.6	493.7	254.3
WEST VIRGINIA	70.7	33.9	40.1	26.2	13.7	96.9	47.6	231.4	115.3	1,142.6	42.4	21.1	273.8	137.4
WISCONSIN	101.2	52.9	456.3	34.9	17.5	136.1	70.4	637.2	317.5	7,375.4	61.0	30.5	698.2	348.0
WYOMING	8.8	7.0	44.6	4.6	3.5	13.4	10.5	221.8	149.6	2,778.7	11.2	7.6	223.0	157.2
DIST. OF COL.	31.2	18.1	12.1	4.3	2.9	35.5	21.0	120.5	67.3	109.6	14.0	7.1	134.5	74.4
PUERTO RICO	53.9	26.7	35.4	7.0	3.5	60.9	30.2	189.1	86.0	342.7	32.0	12.9	221.1	98.9
TOTAL	5,401.0	2,950.7	12,231.9	1,137.4	611.0	6,538.4	3,461.7	27,184.3	14,151.6	265,351.0	2,147.3	1,076.9	29,331.6	15,228.5

STATUS OF THE HIGHWAY TRUST FUND

(Thousands of Dollars)

TABLE IV

THREE MONTHS
ENDED
SEPTEMBER 30, 1973

Balance at beginning of period.....	\$5,590,688
Income:	
Tax revenue:	
Motor-fuel taxes (net after refunds).....	1,180,421
Less motorboat fuel revenue <u>1/</u>	17,200
Net for highways.....	1,163,221
Trucks, buses, and trailers.....	154,558
Tires, tubes, and tread rubber.....	242,758
Vehicle use.....	82,669
Parts and accessories, trucks and buses.....	36,214
Lubricating oil (net after refunds).....	30,503
Total excise revenues.....	1,709,923
Interest earned.....	9,328
Total Income.....	1,719,251
Disbursements:	
For highways.....	1,096,881
Trust Fund share other highway programs.....	3,000
Total Disbursements.....	1,099,881
Balance at end of period.....	\$6,210,058
Liability for unpaid obligations (9/30/73).....	7,385,331
Balance less liability for unpaid obligation.....	\$-1,175,273

1/ Transferred to the Land and Water Conservation Fund pursuant to Title II, Sec. 202, Public Law 88-578, effective January 1, 1965.

The Federal share of the Federal-aid highway program is wholly financed by highway users on a pay-as-you-build basis. The Highway Revenue Act of 1956 (as since amended) levied or increased certain Federal excise taxes on motor fuel and automotive products, and earmarked their revenue specifically to a Highway Trust Fund, which is the source of money for Federal highway aid to the States both for the Interstate and the primary-secondary-urban programs. The taxes earmarked to the Trust Fund and their rates (until October 1, 1977) are:

- Motor fuel: 4 cents per gallon.
- New trucks, and trailers (over 10,000 pounds gross weight), and new buses, other than transit:
 - 10 percent on the manufacturer's wholesale price.
- Highway vehicle tires and tubes: 10 cents per pound.
- Other tires, and tread rubber: 5 cents per pound.
- Heavy vehicle use: \$3 per 1,000 pounds annually on the total gross weight of vehicles rated at more than 26,000 pounds gross weight.
- Parts and accessories: 8 percent on the manufacturer's wholesale price of truck and bus parts and accessories.
- Lubricating oil: 6 cents per gallon, if used for highway purposes.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
November 28, 1973

FHWA 74-73
(202) 426-0677

The Department of Transportation has announced the establishment of maximum interior noise levels for commercial motor vehicles operated in interstate and foreign commerce, for the purpose of protecting the hearing of commercial vehicle drivers. The action was taken by the Bureau of Motor Carrier Safety, a unit within the Department's Federal Highway Administration.

The Bureau has pointed out that a safety hazard of damage to a driver's hearing can be created by high noise levels in the cab of a vehicle engaged in sustained highway travel. Data received pursuant to the rulemaking procedure and special studies by the Bureau were the basis for the formal proposal and the subsequent new rule.

Section 393.94 has been added to the Federal Motor Carrier Safety Regulations, which apply to trucks and buses engaged in interstate and foreign commerce. This new section establishes a maximum interior sound level of 90 dB(A), (a unit for measuring sound levels as they affect the human ear.) This sound level, measured during a stationary test, assures that the driver will not be subject to sound levels which will damage his hearing during the operation of the vehicle.

BMCS Director Robert A. Kaye, commenting on the new rule, said, "At this time, it is better to establish a criterion that carriers can confidently be expected to meet than to set such a high standard that compliance would be extremely difficult to achieve. Future rule-making can be based upon the foundation of the Bureau's experience in administering and enforcing the rule issued, the known costs and

capabilities of manufacturers and carriers, and parallel regulatory actions by other agencies (such as the Occupational Safety and Health Administration and the Environmental Protection Agency)."

The new rule will be effective for all new commercial vehicles used in interstate or foreign commerce built on or after October 1, 1974. Commercial vehicles manufactured before October 1, 1974, and operated under the Bureau's jurisdiction must conform to the new rules by April 1, 1975.

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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
December 6, 1973

FHWA 78-73
(202) 426-0677

The development of mini-parking lots on an existing right-of-way within Interstate Highway System interchanges is seen by the Department of Transportation's Federal Highway Administration as an effective way of encouraging both car and bus pools—and thus conserving fuel. As envisioned by FHWA officials, these mini-lots would be capable of holding 50 to 100 cars, and their use would be limited to commuters who were joining continuing carpools at the interchanges for further travel from suburban to downtown areas or other large worker concentrations.

In discussing the plan, Federal Highway Administrator Norbert T. Tiemann noted that the current energy crisis will make carpooling imperative, along with increased use of mass transit. He also pointed out that there would be other measurable benefits to such a program, and he cited a study made last spring by the Utah State Department of Highways in the Salt Lake City area. The study, he said, was brought about because local officials began to notice an unusually large number of illegally or dangerously parked cars around I-15 interchanges. Instead of having police ticket them, the State Department of Highways put questionnaires on the windshields. The results were both surprising and gratifying. "Now the local authorities are glad they didn't chase them all away," the FHWA Administrator said.

As a result of the questionnaire and subsequent study along I-15 leading into Salt Lake City, it was found that drivers of the more than 100 cars parked at interchanges were joining regular commuter carpools for the remainder of the journey into the city. The analysis states: "Assuming 250 working days per year, and an average round trip length of 63.4 miles, 119 carpool parkers will save 1,886,150 miles of driving each year."

Although the survey did not calculate the fuel savings, estimates run as high as 160,000 gallons of gasoline per year. Cost-of-operation savings were estimated at \$134,000, or an average of \$1,100 per parked car.

Currently, the Utah State Department of Highways is preparing to construct a pilot parking lot at the I-15, American Fork Interchange, capable of handling about 100 cars. If this pilot project proves successful, other mini-lots will be constructed at key interchanges in the near future.

According to Administrator Tiemann, this low-capital means of decreasing single-occupancy vehicles offers a relatively inexpensive and immediate way of easing congestion, reducing pollution, and, above all, saving fuel. He added that the Federal Highway Administration has found that these lots within the existing highway right-of-way are eligible for Federal-aid participation. As a result, the highway departments of all 50 States have been advised by FHWA of the study's conclusions, and nationwide applications are being encouraged by the Department of Transportation.

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DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
December 10, 1973

FHWA-79-73 (202-426-0677)

The Department of Transportation's Federal Highway Administration announced today that highway construction costs in the third quarter of 1973 increased 6.3 percent above the previous quarter, to 155.1 percent of the 1967 average. This follows a 5.9 percent increase for the previous quarter.

The composite price index for the third quarter is 9.9 percent above that for the third quarter of 1972.

Structural steel led the advance in highway construction costs with a 19.9 percent rise. Portland cement concrete pavement rose 11.7 percent but the composite surfacing index increased by only 4.4 percent, reflecting a 2.9 percent drop in bituminous concrete pavement. The price of structural reinforcing steel rose 9.9 percent and structural concrete dropped 2.6 percent.

Trends in highway construction costs are measured by an index of average contract prices compiled by the Administration from reports of Federal-aid highway construction contracts awarded by State highway departments.

-more-

The quarterly price index during the past 2 years and the percentage change from the preceding quarter in each case have been as follows:

	Price Index	Percentage Change
4th quarter, 1971	133.5	-1.5
1st quarter, 1972	135.5	+1.5
2nd quarter, 1972	133.7	-1.3
3rd quarter, 1972	141.2	+5.5
4th quarter, 1972	144.4	+2.3
1st quarter, 1973	137.8	-4.6
2nd quarter, 1973	145.9	+5.9
3rd quarter, 1973	155.1	+6.3

The price levels of the component items of the index in the third quarter of 1973, the previous quarter, and the same quarter a year ago, and the corresponding percentage changes, are shown in the following table.

	Price Index 1967=100			Percentage change this quarter from --	
	Third quarter 1973	Second quarter 1973	Third quarter 1972	Second quarter 1973	Third quarter 1972
	149.5	138.0	135.0	+8.4	+10.8
Surfacing:					
Portland cement concrete	160.4	143.6	146.2	+11.7	+9.7
Bituminous concrete . . .	148.7	153.1	147.0	-2.9	+1.1
Composite surfacing . .	154.7	148.2	146.6	+4.4	+5.6
Structures:					
Reinforcing steel	161.9	147.3	135.3	+9.9	+19.6
Structural steel	170.9	142.5	141.1	+19.9	+21.2
Structural concrete . . .	157.3	161.5	147.8	-2.6	+6.5
Composite structures . .	162.1	153.4	143.6	+5.7	+12.9
Composite price index . . .	155.1	145.9	141.2	+6.3	+9.9

The U.S. average contract unit prices for the index items during the second and third quarters of 1973 are:

	Unit	2nd Qtr. 1973	3rd Qtr. 1973
Excavation	Cu. Yd.	\$.75	\$.81
Excavation	Cu. Yd.		
PCC surface	Sq. Yd.	6.36	7.10
Bit. conc. surf. . .	Ton	9.90	9.61
Str. reinf.	Lb.	.193	.212
Str. steel	Lb.	.352	.422
Str. concrete . . .	Cu. Yd.	113.51	110.60



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
December 12, 1973

FHWA 80-73
(202) 426-0677

The national energy crisis could seriously curtail the funds Federal, State and local governments will have available for highway purposes during 1974, the Department of Transportation's Federal Highway Administration reported today.

Based on historical trends, FHWA statisticians calculate that Federal excise taxes on highway users normally would bring more than \$5.9 billion into the Federal Highway Trust Fund in 1974. Additionally, State and local vehicle registration fees, motor fuel taxes and other imposts on highway users, plus tolls and parking fees, would yield an estimated \$12.9 billion. Other funds provided from property taxes and assessments and from general fund appropriations, primarily at the local government level, would push receipts for highways by all units of government to \$24.7 billion. This would be supplemented by \$2.6 billion from bond sales, making a total of \$27.3 billion. However, redemption of highway bonds issued in prior years, plus bond interest, will require about \$2.5 billion of the total receipts, leaving \$24.8 billion available for highway improvements, maintenance and administration.

"However," cautioned Federal Highway Administrator Norbert T. Tiemann, "the energy crisis could result in a significant revision downward of these estimates.

"For example, if a 30 percent reduction in gasoline usage is required in 1974--as could well be the case--then the Highway Trust Fund receipts would be reduced to about \$4.7 billion and the State receipts from highway users would be cut back to about \$10.8 billion.

"This means, of course, that the highway program could lose some \$3.3 billion in revenues at present tax rates."

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According to the FHWA annual estimate, which is issued for planning purposes, if the energy crisis were not a factor, the 1974 total receipts would be \$1.2 billion more than the \$26 billion total receipts in 1973, which included \$2.3 billion from bonds.

Most Federal funds are not spent directly, but are paid to the States in reimbursement for work done on the Federal-aid highway program. Federal-aid and other Federal payments to the States are estimated at approximately \$4.6 billion for 1973 and 1974.

The Federal-aid highway systems are parts of the State and local road and street systems. In the Federal-aid program, costs are generally shared on a 90-percent Federal, 10-percent State basis for Interstate projects and on a 70-30 basis for other Federal-aid projects. The State and local governments also undertake some construction on the Federal-aid systems wholly with their own funds.

Actual amounts for 1971, estimates for 1972 and 1973, and normal forecasts for 1974 of receipts, disbursements, and capital expenditures for highways --made prior to the emergency caused by the energy crisis-- are shown separately in the accompanying tables HF-11, HF-12, and HF-21. As indicated previously, these forecasts are subject to revision.

Although not shown in the accompanying tables, total long-term debt for highway purposes outstanding at the end of 1972 was \$22.2 billion. This was increased by \$975 million in 1973 and is expected to be additionally increased by \$1.3 billion in 1974, with the total outstanding debt reaching \$24.4 billion at the end of 1974.

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TOTAL RECEIPTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1971-1974¹

(In millions of dollars)

TABLE HF-11
NOVEMBER 1973

ITEM	COLLECTING AGENCIES								COLLECTING AGENCIES							
	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICI- PALITIES	TOTAL	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICI- PALITIES	TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL					FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS							HIGHWAY TRUST FUND	OTHER FUNDS						
	1971								1972							
Imposts on highway users: 2/ Motor-fuel and vehicle taxes	5,640	-	-	5,640	9,165	60	102	14,967	5,370	-	-	5,370	10,236	70	108	15,784
Tolls	-	-	-	-	889	25	95	1,009	-	-	-	-	949	26	97	1,072
Parking fees	-	-	-	-	1	2	59	62	-	-	-	-	1	2	60	63
Subtotal	5,640	-	-	5,640	10,055	87	256	16,038	5,370	-	-	5,370	11,186	98	265	16,919
Other taxes and fees:																
Property taxes and assessments	-	-	-	-	-	763	638	1,401	-	-	-	-	-	800	680	1,480
General fund appropriations	-	332	314	646	148	410	1,083	2,287	-	257	319	576	175	437	1,145	2,333
Other taxes and fees	-	-	13	13	154	43	76	286	-	-	12	12	166	45	90	313
Subtotal	-	332	327	659	302	1,216	1,797	3,974	-	257	331	588	341	1,282	1,915	4,126
Investment income and other receipts	197	11	77	285	353	104	165	907	219	10	86	315	352	110	170	947
Total current income	5,837	343	404	6,584	10,710	1,407	2,218	20,919	5,589	267	417	6,273	11,879	1,490	2,350	21,992
Bond issue proceeds(par value) 3/	-	-	-	-	2,649	196	496	3,341	-	-	-	-	1,672	200	500	2,372
Grand total receipts	5,837	343	404	6,584	13,359	1,603	2,714	24,260	5,589	267	417	6,273	13,551	1,690	2,850	24,364
Intergovernmental payments:																
Federal Government:																
Highway Trust Fund	-4,793	-	-	-4,793	+4,793	-	-	-	-4,561	-	-	-4,561	+4,561	-	-	-
All other funds	-	-253	-116	-369	+268	+78	+23	-	-	-204	-122	-326	+237	+78	+11	-
State agencies:																
Highway user imposts	-	-	-	-	-2,332	+1,466	+866	-	-	-	-	-	-2,515	+1,563	+952	-
All other funds	-	-	-	-	+183	+75	+108	-	-	-	-	-	-184	+62	+122	-
Counties and townships	-	-	-	-	+54	-138	+84	-	-	-	-	-	+76	-161	+85	-
Municipalities	-	-	-	-	+71	+5	-76	-	-	-	-	-	+74	+6	-80	-
Subtotal	-4,793	-253	-116	-5,162	+2,671	+1,486	+1,005	-	-4,561	-204	-122	-4,887	+2,249	+1,548	+1,090	-
Funds drawn from (+) or placed in (-) reserves	-944	+18	-	-926	-784	-34	-36	-1,780	-851	-7	-	-858	-252	+12	-40	-1,138
Total funds available	100	108	288	496	15,246	3,055	3,683	22,480	177	56	295	528	15,548	3,250	3,900	23,226
	1973 (PRELIMINARY)								1974 (FORECAST)							
Imposts on highway users: 2/ Motor-fuel and vehicle taxes	5,896	-	-	5,896	10,994	80	114	17,084	5,987	-	-	5,987	11,476	90	120	17,673
Tolls	-	-	-	-	1,002	27	99	1,128	-	-	-	-	1,060	28	101	1,189
Parking fees	-	-	-	-	1	2	61	64	-	-	-	-	1	2	62	65
Subtotal	5,896	-	-	5,896	11,997	109	274	18,276	5,987	-	-	5,987	12,537	120	283	18,927
Other taxes and fees:																
Property taxes and assessments	-	-	-	-	-	840	740	1,580	-	-	-	-	-	875	790	1,665
General fund appropriations	-	266	344	610	192	453	1,223	2,478	-	258	304	562	217	471	1,312	2,562
Other taxes and fees	-	-	20	20	168	47	103	338	-	-	28	28	173	49	115	365
Subtotal	-	266	364	630	360	1,340	2,066	4,396	-	258	332	590	390	1,395	2,217	4,592
Investment income and other receipts	260	10	83	353	390	116	175	1,034	315	18	78	411	425	120	180	1,136
Total current income	6,156	276	447	6,879	12,747	1,565	2,515	23,706	6,302	276	410	6,988	13,352	1,635	2,680	24,655
Bond issue proceeds(par value) 3/	-	-	-	-	1,553	205	550	2,308	-	-	-	-	1,850	210	580	2,640
Grand total receipts	6,156	276	447	6,879	14,300	1,770	3,065	26,014	6,302	276	410	6,988	15,202	1,845	3,260	27,295
Intergovernmental payments:																
Federal Government:																
Highway Trust Fund	-4,273	-	-	-4,273	+4,273	-	-	-	-4,207	-	-	-4,207	+4,207	-	-	-
All other funds	-	-238	-131	-369	+273	+84	+12	-	-	-218	-138	-356	+254	+89	+13	-
State agencies:																
Highway user imposts	-	-	-	-	-2,758	+1,703	+1,055	-	-	-	-	-	-2,995	+1,839	+1,156	-
All other funds	-	-	-	-	-176	+63	+113	-	-	-	-	-	-182	+64	+118	-
Counties and townships	-	-	-	-	-70	-156	+86	-	-	-	-	-	+80	-167	+87	-
Municipalities	-	-	-	-	+80	+7	-87	-	-	-	-	-	+90	+8	-98	-
Subtotal	-4,273	-238	-131	-4,642	+1,762	+1,701	+1,179	-	-4,207	-218	-138	-4,563	+1,454	+1,833	+1,276	-
Funds drawn from (+) or placed in (-) reserves	-1,660	-	-	-1,660	-706	-21	-107	-2,494	-1,869	-	-	-1,869	-367	-28	-194	-2,458
Total funds available	223	38	316	577	15,356	3,450	4,137	23,520	226	58	272	556	16,289	3,650	4,342	24,837

^{1/} Federal and State data are generally for calendar year; local data for fiscal years ending in various months of the calendar year. Data for 1971 are final; those for later years are subject to future adjustments.
^{2/} Excludes amounts allocated for nonhighway purposes. Motor-fuel and vehicle taxes are net after refunds

and collection expenses. Parking fees are amounts in excess of parking costs considered available for highways.
^{3/} Proceeds of short-term notes and refunding issues are excluded. Premium and discounts on sale of bonds are included with "Investment income and other receipts."

TOTAL DISBURSEMENTS FOR HIGHWAYS, ALL UNITS OF GOVERNMENT, 1971-1974¹

(In millions of dollars)

TABLE HF-12
NOVEMBER 1973

ITEM	EXPENDING AGENCIES								EXPENDING AGENCIES							
	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICI- PALITIES	TOTAL	FEDERAL GOVERNMENT				STATE AGENCIES AND D.C.	COUNTIES AND TOWNSHIPS	MUNICI- PALITIES	TOTAL
	FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL					FEDERAL HIGHWAY ADMINISTRATION		OTHER FEDERAL AGENCIES	TOTAL FEDERAL				
	HIGHWAY TRUST FUND	OTHER FUNDS							HIGHWAY TRUST FUND	OTHER FUNDS						
	1971								1972							
Capital Outlay:	-	-	-	-	6,069	16	-	6,085	-	-	-	-	5,993	16	-	6,009
On rural State-administered highways	-	-	-	-	3,348	-	13	3,361	-	-	-	-	3,391	-	11	3,402
On municipal extensions of State highways	-	-	-	-	376	889	-	1,265	-	-	-	-	353	950	-	1,303
On local rural roads	-	-	-	-	133	71	1,098	1,302	-	-	-	-	163	80	1,140	1,383
On local municipal roads and streets	2/ 11	2/ 50	232	293	-	-	-	293	2/ 35	23	248	306	-	-	-	306
Not classified by system	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal	-	-	-	-	9,926	976	1,111	12,306	-	-	-	-	9,900	1,046	1,151	12,403
Maintenance and traffic services:	-	-	-	-	1,744	8	-	1,752	-	-	-	-	1,845	10	-	1,855
On rural State-administered highways	-	-	-	-	343	-	32	375	-	-	-	-	391	-	35	426
On municipal extensions of State highways	-	-	-	-	28	1,510	-	1,538	-	-	-	-	27	1,595	-	1,622
On local rural roads	-	-	-	-	25	48	1,320	1,393	-	-	-	-	18	50	1,400	1,468
On local municipal roads and streets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Not classified by system	-	-	54	56	-	-	-	56	-	3	46	49	-	-	-	49
Subtotal	-	-	54	56	2,140	1,566	1,352	5,114	-	3	46	49	2,281	1,655	1,435	5,420
Administration and research 3/	89	56	2	147	856	214	219	1,436	142	30	1	173	886	215	222	1,496
Highway law enforcement and safety	-	-	-	-	893	84	526	1,503	-	-	-	-	991	109	605	1,705
Interest on debt	-	-	-	-	616	70	154	840	-	-	-	-	707	75	164	946
Total current disbursements	100	108	288	496	14,431	2,910	3,362	21,199	177	56	295	528	14,765	3,100	3,577	21,970
Debt retirement (par value) 4/	-	-	-	-	815	145	321	1,281	-	-	-	-	783	150	323	1,256
Grand total disbursements	100	108	288	496	15,246	3,055	3,683	22,480	177	56	295	528	15,548	3,250	3,900	23,226
	1973 (PRELIMINARY)								1974 (FORECAST)							
Capital Outlay:	-	-	-	-	5,446	17	-	5,463	-	-	-	-	5,728	17	-	5,745
On rural State-administered highways	-	-	-	-	3,130	-	16	3,146	-	-	-	-	3,335	-	9	3,344
On municipal extensions of State highways	-	-	-	-	446	1,012	-	1,458	-	-	-	-	477	1,075	-	1,552
On local rural roads	-	-	-	-	191	91	1,180	1,462	-	-	-	-	204	103	1,220	1,527
On local municipal roads and streets	2/ 31	32	266	329	-	-	-	329	2/ 29	52	223	304	-	-	-	304
Not classified by system	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal	-	-	-	-	9,213	1,120	1,196	11,858	-	-	-	-	9,744	1,195	1,229	12,472
Maintenance and traffic services:	-	-	-	-	2,044	12	-	2,056	-	-	-	-	2,193	14	-	2,207
On rural State-administered highways	-	-	-	-	433	-	38	471	-	-	-	-	472	-	41	513
On municipal extensions of State highways	-	-	-	-	31	1,676	-	1,707	-	-	-	-	29	1,757	-	1,786
On local rural roads	-	-	-	-	26	52	1,490	1,568	-	-	-	-	25	54	1,575	1,654
On local municipal roads and streets	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Not classified by system	-	3	48	51	-	-	-	51	-	3	47	50	-	-	-	50
Subtotal	-	3	48	51	2,534	1,740	1,528	5,853	-	3	47	50	2,719	1,825	1,616	6,210
Administration and research 3/	192	3	2	197	920	220	227	1,564	197	3	2	202	960	225	230	1,617
Highway law enforcement and safety	-	-	-	-	1,072	135	685	1,892	-	-	-	-	1,170	160	754	2,084
Interest on debt	-	-	-	-	764	80	176	1,020	-	-	-	-	799	85	186	1,070
Total current disbursements	223	38	316	577	14,503	3,295	3,812	22,187	226	58	272	556	15,392	3,490	4,015	23,453
Debt retirement (par value) 4/	-	-	-	-	853	155	325	1,333	-	-	-	-	897	160	327	1,384
Grand total disbursements	223	38	316	577	15,356	3,450	4,137	23,520	226	58	272	556	16,289	3,650	4,342	24,837

1/ Federal and State data are generally for calendar years; local data for fiscal years ending in various months of the calendar year. Data for 1971 are final; those for later years are subject to future adjustment.

2/ Includes payments to Puerto Rico of \$6 million and \$1 million in 1971; \$7 million in 1972; \$7 million in 1973 and \$7 million in 1974.

3/ Includes small amounts of miscellaneous expenditures and engineering and equipment costs not charged to capital outlay and maintenance.

4/ Redemption premiums and discounts are included with interest payments. Redemption of short-term notes, or by refunding, is excluded.

ESTIMATED CAPITAL EXPENDITURES FOR HIGHWAYS, 1971-1974¹

BY FEDERAL SYSTEMS, BY EXPENDING AGENCIES

(In millions of dollars)

TABLE HF-21
NOVEMBER 1973

EXPENDING AGENCIES	FEDERAL-AID SYSTEM								OTHER STATE ROADS				OTHER LOCAL ROADS AND STREETS				ALL SYSTEMS			
	INTERSTATE SYSTEM				OTHER ABC SYSTEMS				RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL
	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL	RIGHT-OF-WAY	ENGI-NEER-ING	CON-STRUC-TION	TOTAL												
1971																				
State Highway Departments	454	366	3,249	4,069	506	437	3,468	4,411	93	85	628	806	-	8	188	196	1,053	896	7,533	9,482
State Toll Facilities	5	4	102	111	1	3	67	71	36	12	214	262	-	-	-	-	42	19	383	444
Local Toll Facilities	-	-	2	2	-	-	-	-	-	-	-	-	-	-	2	2	-	-	4	4
Counties and Townships	-	-	-	-	15	16	207	238	-	-	-	-	51	48	638	737	66	64	845	975
Municipalities	-	-	-	-	7	11	119	137	-	-	-	-	54	77	840	971	61	88	959	1,108
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	12	274	286	-	12	274	286
Total	459	370	3,353	4,182	529	467	3,861	4,857	129	97	842	1,068	105	145	1,942	2,192	1,222	1,079	9,998	12,299
1972																				
State Highway Departments	446	465	3,229	4,140	551	469	3,140	4,160	109	96	634	839	-	7	175	182	1,106	1,037	7,178	9,321
State Toll Facilities	1	7	153	161	1	5	73	79	30	18	291	339	-	-	-	-	32	30	517	579
Local Toll Facilities	-	-	2	2	-	-	-	-	-	-	-	-	-	-	2	2	-	-	4	4
Counties and Townships	-	-	-	-	18	17	221	256	-	-	-	-	58	52	679	789	76	69	900	1,045
Municipalities	-	-	-	-	8	11	123	142	-	-	-	-	57	80	869	1,006	65	91	992	1,148
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	11	288	299	-	11	288	299
Total	447	472	3,384	4,303	578	502	3,557	4,637	139	114	925	1,178	115	150	2,013	2,278	1,279	1,238	9,879	12,396
1973																				
State Highway Departments	388	402	2,800	3,590	435	445	3,071	3,951	86	94	640	820	-	6	313	319	909	947	6,824	8,680
State Toll Facilities	1	6	142	149	1	2	72	75	27	19	263	309	-	-	-	-	29	27	477	533
Local Toll Facilities	-	-	1	1	-	1	6	7	-	-	-	-	-	-	2	2	-	1	9	10
Counties and Townships	-	-	-	-	19	18	237	274	-	-	-	-	63	57	725	845	82	75	962	1,119
Municipalities	-	-	-	-	8	10	123	141	-	-	-	-	57	83	906	1,046	65	93	1,029	1,187
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	12	310	322	-	12	310	322
Total	389	408	2,943	3,740	463	476	3,509	4,448	113	113	903	1,129	120	158	2,256	2,534	1,085	1,155	9,611	11,851
1974																				
State Highway Departments	408	404	2,788	3,600	509	519	3,346	4,374	104	175	647	926	-	6	333	339	1,021	1,104	7,114	9,239
State Toll Facilities	1	5	135	141	2	3	66	71	27	20	246	293	-	-	-	-	30	28	447	505
Local Toll Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	-	-	2	2
Counties and Townships	-	-	-	-	20	19	254	293	-	-	-	-	68	60	773	901	88	79	1,027	1,194
Municipalities	-	-	-	-	9	13	131	153	-	-	-	-	61	84	930	1,075	70	97	1,061	1,228
Federal Government	-	-	-	-	-	-	-	-	-	-	-	-	-	13	284	297	-	13	284	297
Total	409	409	2,923	3,741	540	554	3,797	4,891	131	195	893	1,219	129	163	2,322	2,614	1,209	1,321	9,935	12,465

^{1/} Excludes expenditures on roads in Puerto Rico, and thus differs from Table HF-12 totals.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION **WASHINGTON, D. C. 20590**

FOR RELEASE WEDNESDAY
December 12, 1973

FHWA 81-73
(202) 426-6077

Secretary of Transportation Claude S. Brinegar today announced that over \$2.205 billion in Federal and State funds was obligated through September 30 for development highways and local access roads in the 13-State Appalachia Region. The Federal share was \$1.207 billion. Development highways and access roads completed or under construction in the region totaled 1,757 miles as of the end of September, an increase of 45 miles since June 30. Engineering and right-of-way acquisition were underway on an additional 466 miles; design had been approved or hearings held on 78 miles, while locations had been approved and design underway on 251 miles.

The Appalachian Development Highway System was authorized by Congress in 1965 as part of the Appalachian Regional Development Act.

The Act and subsequent amendments authorize a total of \$2.090 billion for the construction of up to 2,700 miles of development highways and up to 1,600 miles of local access roads. Provided are yearly authorizations of \$175 million for each of the fiscal years of 1971 and 1972; \$180 million for each of the fiscal years of 1973 and 1974; \$185 million for each of the fiscal years 1975 through 1977; and \$180 million for fiscal year 1978. Participating States include Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia.

The highway program is being carried on by the Appalachian States through the Appalachian Regional Commission, in cooperation with the Federal Highway Administration. Consisting of Governors of the 13 States

(more)

and a Federal Cochairman appointed by the President, the Commission's primary purpose is to conduct a coordinated attack on the region's most severe economic problems, one of which has long been lack of transportation. The Appalachian Development Highway System has been designed to furnish improved access throughout Appalachia to open it up more fully to trade and commerce.

The traditional partnership arrangement between the Federal Highway Administration and the State highway departments, under which all Federal-aid highway programs are carried out, is also employed in the Appalachian highway program. The highways are designed in accordance with standards developed by the various States through the American Association of State Highway Officials, and approved by the Federal Highway Administration.

Attached are tables which provide breakdowns on the progress on both the Appalachian development highways and local access roads.

* * * * *

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM MILEAGE
AS OF SEPTEMBER 30, 1973

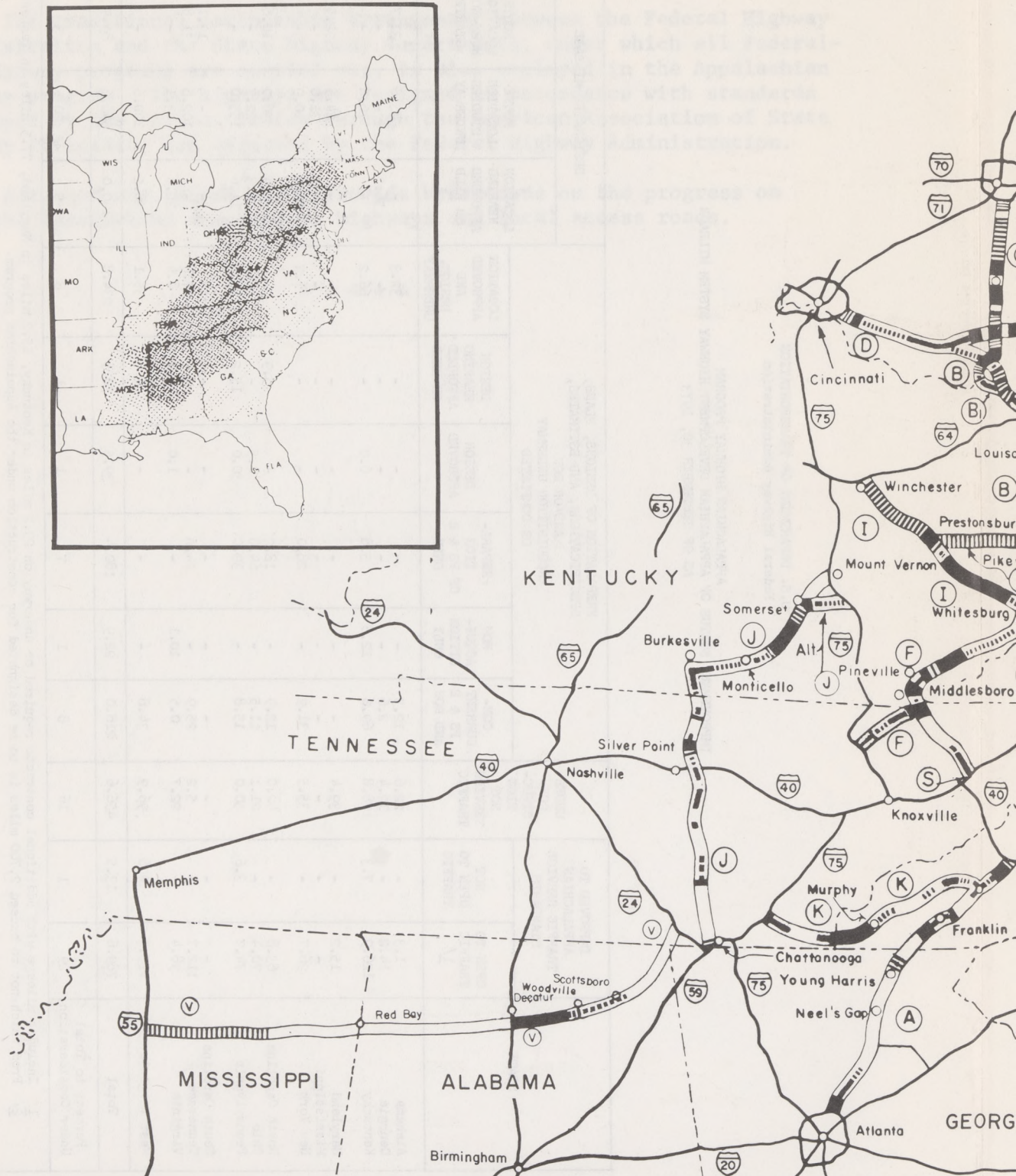
TABLE 1

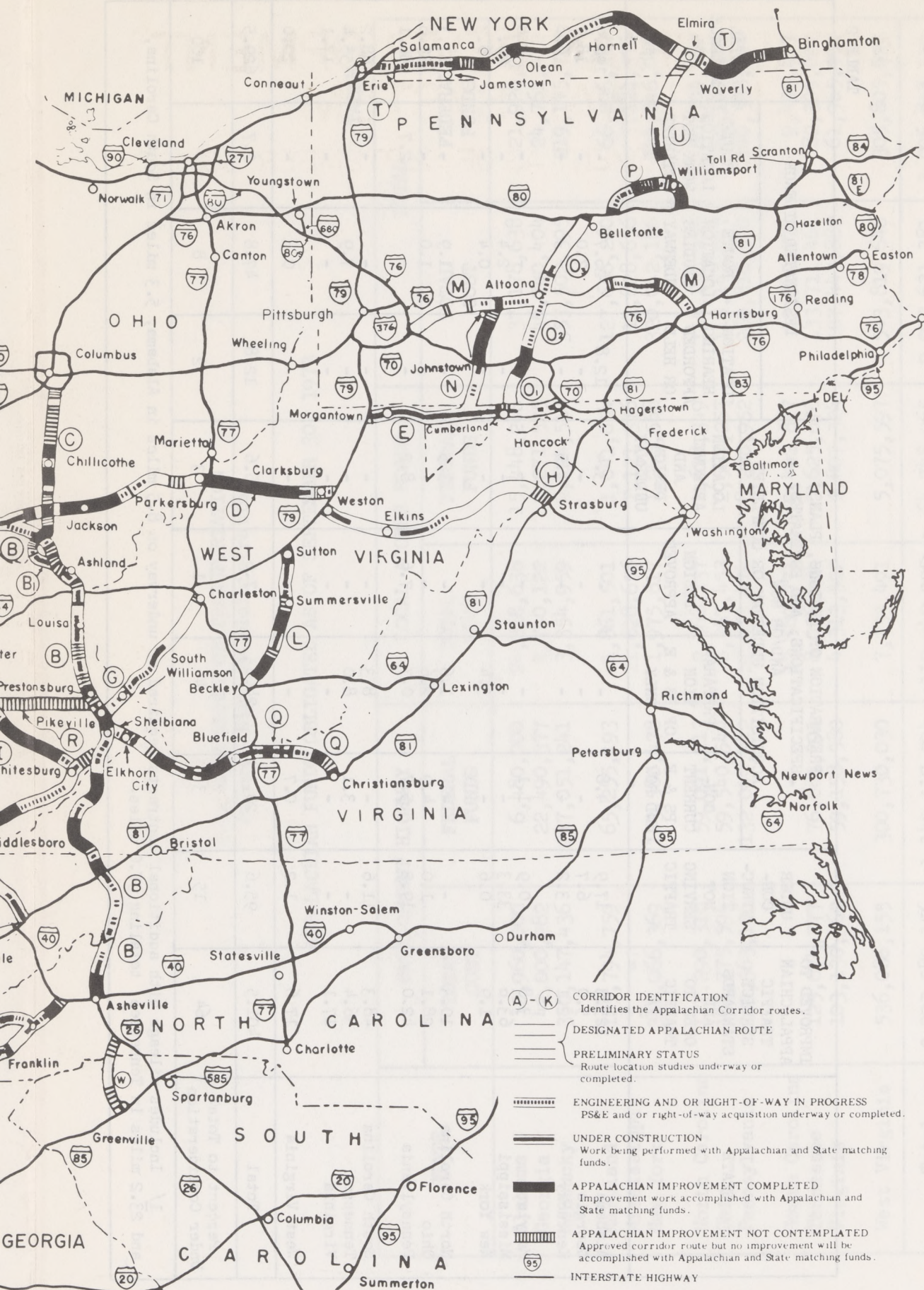
STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS		UNDER CON- STRUC- TION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED						DESIGNATED MILEAGE			PARTICI- PATING MILEAGE 2/	TOTAL APPALACHIAN DEVELOPMENT MILEAGE
	OPEN TO TRAFFIC 1/	NOT OPEN TO TRAFFIC		CON- CURRENT PS & E AND ROW	ROW ACQUI- SITION ONLY	PREPARA- TION OF PS & E ONLY	DESIGN APPROVED	DESIGN HEARING AFFORDED OR HELD	LOCATION APPROVED AND DESIGN, UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED		
Alabama	1.3	-	22.6	12.5	-	-	-	-	32.3	-	43.6	31.7	144.0	171.1
Georgia	14.2	-	12.4	2.6	-	-	-	-	-	56.5	-	-	85.7	88.0
Kentucky	126.9	7.3	108.8	69.6	12.8	5.8	8.0	-	66.2	-	16.6	-	422.0	585.9
Maryland	15.2	-	39.4	-	-	-	-	-	-	-	24.5	2.5	81.6	84.6
Mississippi	-	-	-	-	-	-	-	-	-	-	31.0	-	31.0	73.0
New York	96.7	-	35.5	31.9	-	28.0	-	-	1.7	13.6	10.9	-	218.3	254.3
North Carolina	63.8	-	42.0	12.9	-	18.2	-	5.9	-	7.4	36.0	10.6	106.8	206.2
Ohio	70.4	-	21.1	11.5	-	64.8	0.5	-	6.3	0.3	22.7	-	197.6	292.4
Pennsylvania	74.7	3.6	50.0	15.8	-	39.0	30.0	15.2	57.2	11.6	155.0	-	452.1	504.7
South Carolina	-	-	-	-	-	-	-	-	-	-	-	13.1	13.1	23.6
Tennessee	112.7	-	5.2	25.9	-	24.6	-	-	27.6	-	102.6	31.8	330.4	340.9
Virginia	98.4	-	22.7	0.5	10.1	-	1.0	9.4	8.4	22.4	3.1	-	176.0	200.9
West Virginia	115.3	2.6	96.9	34.8	-	-	-	-	35.1	28.2	100.6	-	413.5	426.4
Total	789.6	13.5	456.6	218.0	22.9	180.4	39.5	30.5	234.8	140.0	546.6	89.7	2,762.1	3,252.0
Percent to Total Under Consideration	29	1	16	8	1	7	1	1	8	5	20	3	100	"

1/ Includes mileage with additional contracts required or underway on 29.2 miles in Kentucky, 15.2 miles in Maryland, 77.5 miles in Tennessee, totaling 121.9 miles.
2/ From which not to exceed 2,700 miles is to be designated for construction under the Appalachian program.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

STATUS OF IMPROVEMENT AS OF SEPTEMBER 30, 1973





APPALACHIAN HIGHWAY PROGRAM
IMPROVEMENT STATUS OF LOCAL ACCESS ROAD MILEAGE
AS OF SEPTEMBER 30, 1973

TABLE 2

STATE	IMPROVED TO APPALACHIAN TRAFFIC SERVICE STANDARDS AND OPEN TO TRAFFIC 1/	UNDER CON- STRUC- TION NOT SERVING TRAFFIC	PREPARATION OF DESIGNS, PLANS, SPECIFICATIONS, AND ESTIMATES, AND/OR ROW ACQUISITION UNDERWAY OR COMPLETED				DESIGNATED MILEAGE			TOTAL MILEAGE
			CON- CURRENT PS & E AND ROW	PREPARA- TION OF PS & E ONLY	DESIGN APPROVED	LOCATION APPROVED AND DESIGN UNDERWAY	LOCATION HEARING AFFORDED OR HELD	ROUTE LOCATION STUDIES UNDERWAY	ROUTE LOCATION WORK NOT STARTED	
Alabama	125.3	17.9	4.8	-	-	3.4	12.8	26.7	-	190.9
Georgia	5.0	6.7	-	-	-	-	-	7.0	-	18.7
Kentucky	2.1	3.2	-	-	-	1.5	-	-	-	6.8
Maryland	3.8	0.9	1.1	-	-	-	-	-	-	5.8
Mississippi	63.6	33.3	-	-	-	-	-	2.4	-	99.3
New York	1.9	0.6	-	3.4	-	-	-	0.4	-	6.3
North Carolina	10.3	-	-	1.6	-	3.5	-	1.9	-	17.3
Ohio	28.1	1.0	4.9	2.6	-	-	-	1.0	-	37.6
Pennsylvania	42.0	19.2	5.7	0.7	7.6	8.2	-	-	2.7	86.1
South Carolina	48.3	11.6	-	8.3	-	-	-	-	-	68.2
Tennessee	36.4	-	3.1	8.0	-	-	-	7.9	-	55.4
Virginia	17.1	-	-	-	-	-	-	-	-	17.1
West Virginia	17.6	1.2	0.7	-	-	-	-	0.5	-	20.0
Total	401.5	95.6	20.3	24.6	7.6	16.6	12.8	47.8	2.7	629.5
Percent to Total Under Consideration	64	15	3	4	1	3	2	8	-	100

1/ Includes mileage with additional contracts required or underway on 8.5 miles in Alabama, 5.3 miles in South Carolina, and 23.2 miles in Tennessee, totaling 37.0 miles.

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

APPALACHIAN FUNDS OBLIGATED AS OF SEPTEMBER 30, 1973

TABLE 3

STATE	DEVELOPMENT HIGHWAY		LOCAL ACCESS ROADS		TOTAL	
	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS	TOTAL COST	FEDERAL FUNDS
Alabama	12,960,000	6,480,000	24,218,638	15,448,246	37,178,638	21,928,246
Georgia	42,000,282	22,490,377	4,740,122	2,271,535	46,740,404	24,761,912
Kentucky	350,147,436	217,051,241	3,354,959	2,124,514	353,502,395	219,175,755
Maryland	125,794,759	65,255,193	1,861,501	1,041,054	127,656,260	66,296,247
Mississippi	-	-	11,828,656	7,121,376	11,828,656	7,121,376
New York	318,066,369	143,580,478	1,975,817	1,265,568	320,042,186	144,846,046
North Carolina	111,290,318	59,091,213	2,868,137	1,618,349	114,158,455	60,709,562
Ohio	108,775,594	59,540,549	6,367,453	2,567,257	115,143,047	62,107,806
Pennsylvania	259,363,106	132,049,242	21,453,474	8,288,952	280,816,580	140,338,194
South Carolina	-	-	13,589,771	9,492,817	13,589,771	9,492,817
Tennessee	125,674,777	76,683,391	8,036,684	5,625,676	133,711,461	82,309,067
Virginia	103,130,360	59,158,580	4,313,522	2,807,324	107,443,882	61,965,904
West Virginia	536,086,155	300,730,030	7,733,491	5,075,597	543,819,646	305,805,627
Total	2,093,289,156	1,142,110,294	112,342,225	64,748,265	2,205,631,381	1,206,858,559



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
December 13, 1973

FHWA 82-73
(202) 426-0677

The Department of Transportation's Federal Highway Administration has awarded 22 fellowships worth \$5,000 each for full-time graduate study and research in highway transportation during the 1973-74 academic year.

Federal Highway Administrator Norbert T. Tiemann said: "The objective of the program is to assist State and local highway agencies develop expert manpower, to perform in those areas where a deficiency of skills exists.

"The program enables recipients with Bachelors or equivalent level degrees to do research and to study in transportation related fields. The program encourages free and unstructured inquiry into problems in highway transportation and community interrelationship. The program is intended to complement rather than duplicate existing research capabilities of FHWA."

The fellowship program is administered by FHWA's National Highway Institute.

Approximately 30 candidates for the program were evaluated by a panel of judges representing the highway transportation interests of government, industry and the academic community. The 22 successful candidates represent 13 States and will attend 13 universities. Of the fellowship winners, 17 are employed by States, one each by city and county, and three are students.

The candidates were permitted to select their own universities provided that the university offered opportunities for research and study in highway transportation or related fields.

The selected universities will be responsible for designating faculty advisors prior to commitment of funds by the Federal Highway Administration. Advisors will submit reports of student progress as

requested by the National Highway Institute. The universities also will be responsible for administering the fellowship grants.

Fellowship recipients must agree to remain as employees with State or local jurisdictions in a field related to highway transportation for at least 3 years. They will be requested to respond to brief annual questionnaires that will assist the NHI in the evaluation of the worth of the program.

Those who have been awarded fellowships, along with the university or college which they will attend and their present employers, and their related studies are as follows:

-- Gerald R. Breslin, Pennsylvania State University, Pennsylvania Department of Transportation, (Transportation Planning, Construction and Business)

-- Larry J. Butler, University of Texas at Austin, Texas Highway Department, (Transportation Planning and Pavement Design)

-- Larry L. Byrd, New Mexico State University, New Mexico Highway Department, (Ecology)

-- Biao Chang, University of Utah, Utah State Department of Highways (Sanitary Engineering)

-- James A. Cianciosi, University of Pittsburgh, Pennsylvania Department of Transportation, (Urban Development and Transportation)

-- Joseph M. Cindrich, University of Maryland, State Transportation Agency--to be determined, (Traffic Engineering and Psychology)

-- John J. Dobies, Carnegie-Mellon University, Allegheny County, Pennsylvania, (Transportation Systems Analysis and Engineering)

-- William C. Dues, University of Louisville, Washington State Department of Highway, (Environmental Engineering)

-- Lawrence J. Glazer, University of California-Los Angeles, City of Los Angeles, (Operations Research-Computer Sciences)

-- Harry J. Horn, University of Washington, Washington State Department of Highways, (Acoustics-Noise Attenuation)

-- Frederick T. Hsia, Michigan State University, Michigan Department of State Highways, (Analysis of Slip Form Concrete Median Barrier)

-- Robert A. Keefe, Massachusetts Institute of Technology, Massachusetts Department of Public Works, (Transportation Planning and Engineering)

-- Barry W. Lussier, University of New Hampshire, New Hampshire Highway Department, (Transportation Systems Analysis and Planning)

-- Carol A. Nathan, University of Texas at Austin, State Transportation Agency--to be determined, (Statistics and Transportation Engineering)

-- James D. Rose, Ohio State University, Ohio Department of Transportation, (Soils Engineering and Metallurgy)

-- Spencer C. Ryland, Pennsylvania State University, Pennsylvania Department of Transportation, (Hydrology and Water Pollution Control)

-- David F. Schulz, Northwestern University, Milwaukee County Expressway and Transportation Commission (currently a student), (Public Policy Formulation)

-- Leroy R. Taylor, Carnegie-Mellon University, State Transportation Agency--to be determined, (Economic Impact of Transportation Planning on Contractors)

-- Floyd T. Watson, Jr., University of Texas, State Transportation Agency--to be determined, (Transportation Planning)

-- Chandler P. Whitelaw, Utah State University, Utah State Department of Highways, (Computerized Manpower Allocation Systems)

-- Alan L. Williams, University of Washington, Washington State Department of Highways, (Environmental Impacts)

-- Thomas W. Rioux, University of Texas at Austin, Texas Highway Department, (Statistics and Computer Science)

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DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
December 14, 1973

FHWA 83-73
(202) 426-0677

The national energy crisis could critically curtail the Federal-State highway program, Federal Highway Administrator Norbert T. Tiemann warned today.

Speaking at the annual meeting of the Council of State Governments in New Orleans, he said that the lack of fuel already is having an adverse effect on highway construction projects.

"The number of ongoing projects being delayed by fuel shortages is increasing at an accelerating rate," he said. "A few States have cancelled project lettings due to inability by contractors to obtain quotas or get guaranteed delivery of fuel from suppliers. Shortages of reinforcing steel, asphalt, Portland cement and aluminum are growing more serious."

Administrator Tiemann noted that FHWA already has taken many steps to encourage reduced fuel usage. These include recommendations for less use of cutback asphalts, lower mixing temperatures of asphalts, and increased use of asphalt emulsions.

In addition, he said, FHWA has made a detailed analysis of six possible future levels of highway program activity, considering for each the impact on usage of fuel, cement, steel, and asphalt, as well as the impact on employment, safety, and overall costs. These options range from a complete program shutdown to placing contractors on a 4-day work week.

The Department of Transportation official said he hoped that the actions already taken would be sufficient, at least for the present time but added:

- more -

"More serious energy shortages could force consideration of higher impact options such as a shortening of the work week on Federal-aid highway construction projects. "

Administrator Tiemann also warned that the funds Federal, State and local governments will have available for highway purposes in 1974 could be seriously reduced by the energy crisis.

He said that based on historic trends, Federal excise taxes on highway users normally would bring more than \$5.9 billion into the Federal Highway Trust Fund in 1974. Adding in State and local vehicle registration fees, motor fuel taxes and other imposts on highway users, tolls and parking fees--which would normally total \$12.9 billion--plus other funds provided from property taxes and assessments and from general fund appropriations, generally at the local level, there normally would be \$24.8 billion available for highway improvements, maintenance and administration.

"However," the Administrator said, "if a 30 percent reduction in gasoline usage is required in 1974--and this certainly could well be the case--then the Highway Trust Fund receipts would be reduced to about \$4.7 billion and the State receipts from highway users would be cut back to about \$10.8 billion.

"This means that the highway program could lose some \$3.3 billion in revenue at present tax rates. "

Administrator Tiemann also commented that:

-- Smaller cars which make more efficient use of fuel are going to be necessary in the future.

-- It is essential to get low-occupancy automobiles off the highways--particularly in urban areas and during rush hours.

-- Commuters must realize it is their patriotic duty to use carpools or mass transit to go to and from their jobs--and neighborhood housewives can make a contribution by forming shopping carpools.

-- The Federal Highway Administration has a Computerized Carpool Matching Program which is available to government agencies, State departments of transportation, universities, private industry, and individuals.

-- If every American motorist would use just one gallon of gas less a week, the available supply would be increased by 300,000 barrels a day.



DEPARTMENT OF TRANSPORTATION

NEWS

FEDERAL HIGHWAY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
December 20, 1973

FHWA 84-73
(202) 426-0677

As a means of encouraging expanded use by commuters of carpools and mass transit, Federal Highway Administrator Norbert T. Tiemann today cleared the way for a new interim toll schedule for the Walt Whitman and Benjamin Franklin Bridges linking Philadelphia and New Jersey.

On November 5, Administrator Tiemann had ordered a January 1, 1974, partial rollback of increased tolls put into effect by the Delaware River Port Authority. Regular automobile and motorcycle tolls were ordered reduced from 60 cents to 50 cents per crossing and bus tolls were ordered reduced from 75 cents to 50 cents per axle. The monthly commuter toll of 35 cents was unchanged.

The Delaware River Port Authority subsequently filed suit in U. S. District Court in Philadelphia seeking to set aside Tiemann's order. No action has been taken on the suit.

On December 11, Administrator Tiemann met with officials of the Delaware River Port Authority to discuss new circumstances brought about by the national energy crisis. As a result, the Administrator has agreed to stay his November 5 order to allow the Delaware River Port Authority to put into effect an amended toll schedule on January 1.

- more -

The new rates will be as follows:

Commuter carpools (three or more occupants per vehicle) -- 25 cents per crossing.

Commuter noncarpool -- 40 cents per crossing.

Commuter buses -- 50 cents per axle per crossing.

Cash rate for cars, motorcycles and trucks -- 60 cents per crossing.

"From the outset in this case, I thought it essential that any toll schedule for these bridges be designed to encourage greatly increased use of carpools and mass transit," Administrator Tiemann said. "This is even more critical now that we are aware of the full implications of the national energy crisis.

"I think that this new toll schedule serves this purpose. Hopefully, the new carpool rate should entice many people to form carpools, and we hope that the toll savings realized by operators of the commuter buses will be passed on to the public, thus attracting expanded ridership."

Administrator Tiemann added that new public hearings will be held in the near future to provide an opportunity for anyone who so desires to challenge the new toll rates.

As a part of the arrangements, the pending lawsuit will be dropped, and the Delaware River Port Authority has agreed that in the future it will not change the toll schedule without five months advance notice to the Federal Highway Administrator, and at least two months notice of the actual amount of the change.

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The Department of Transportation has released a report entitled, "Summary of Accident Investigations--1972." The data was compiled by the Bureau of Motor Carrier Safety, a unit within the Department's Federal Highway Administration.

The report contains a statistical review of 305 accidents investigated in-depth by the Bureau's field staff during 1972, along with a short narrative relating to each accident occurrence. Included are extensive data and numerous comparisons with respect to accident conditions, equipment, hazardous cargoes, personnel and environmental factors. These accidents resulted in 438 fatalities, 1,153 injuries, and \$11,335,950 property damage.

Commenting on the report, BMCS Director Robert A. Kaye explained: "The Bureau of Motor Carrier Safety, through its various programs of notifications, reporting and investigations, is continually evaluating the accident experience of commercial motor vehicles to determine specific problem areas, accidents of a recurring nature, and the need for strengthened or additional safety regulations to promote highway safety. In-depth field investigations are conducted of those accidents involving (1) casualties of unusual severity (2) culpability by the motor carrier's vehicle, cargo or personnel, and (3) a substantial public interest."

Single copies of the report may be obtained from the Bureau of Motor Carrier Safety, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW, Washington, D.C. 20590.

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