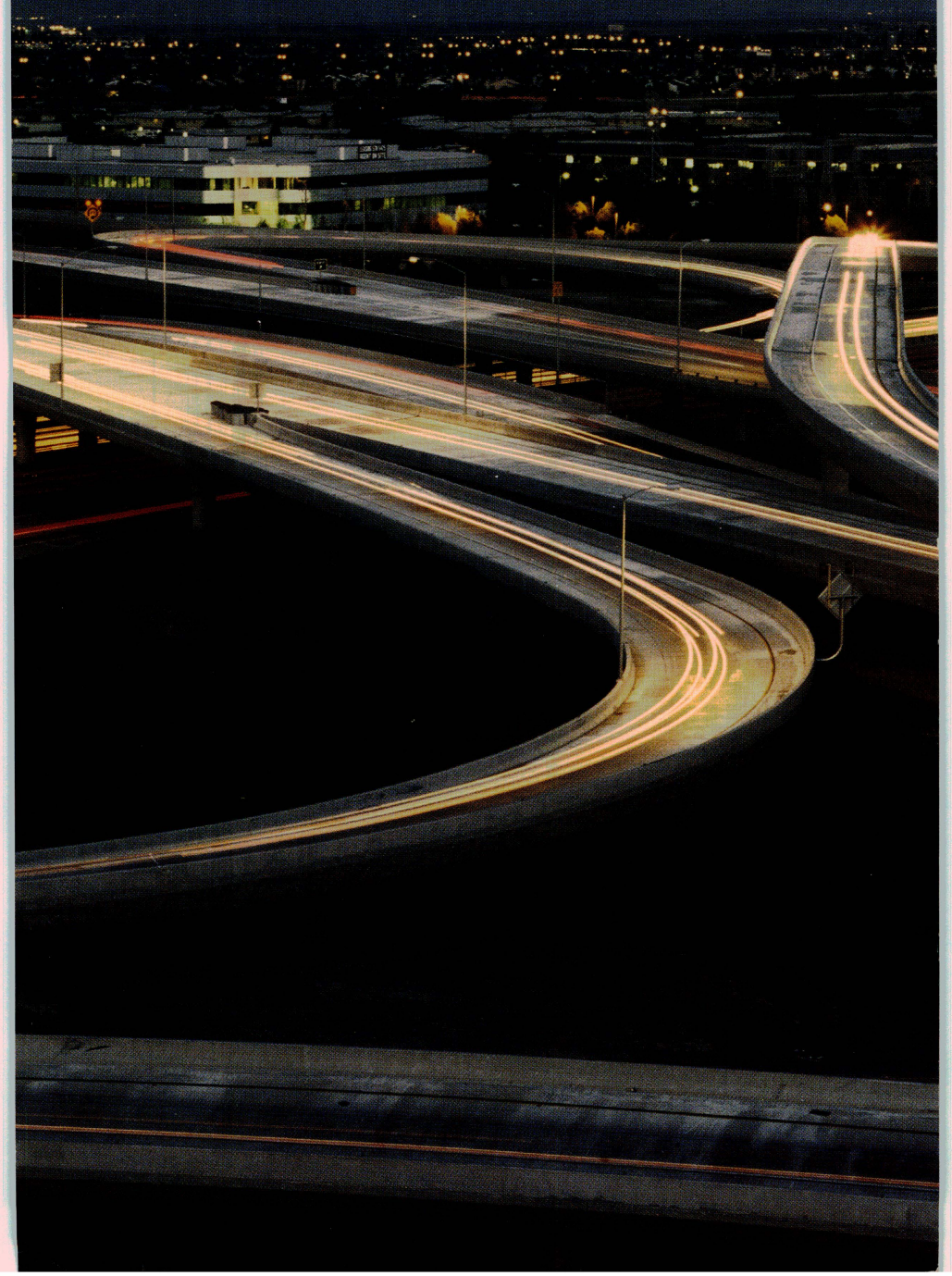
Our Nation's Highways

Selected Facts and Figures



The information in this publication provides a condensed overview of facts and figures about our Nation's highways. It is considered to be of interest to the average citizen. Except where noted, the Federal Highway Administration is the source of the data provided by the States. For more detailed data on many of the subjects covered, refer to the publication, *Highway Statistics,* published annually by the Office of Highway Information Management, Federal Highway Administration.

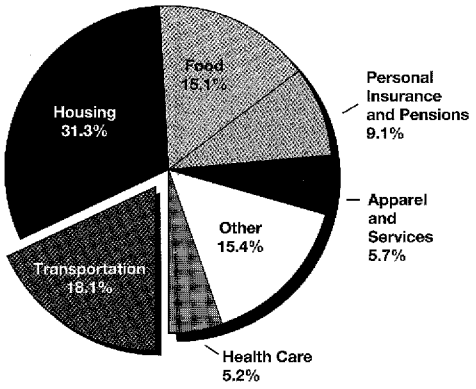
Cover Photo
Route 92/101 interchange in San Mateo County, California. The sweeping freeway-to-freeway connectors provide the motorist with an almost imperceptible transition between the two major freeways.

Contents

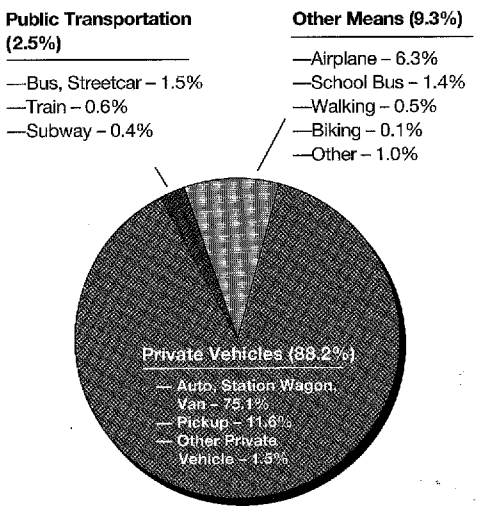
Transportation Expenditures at the Household Level

After housing (31.3 percent), transportation (18.1 percent) accounts for the largest single household expenditure, and 62 percent of transportation expenditures at the household level are for personal vehicles, gas, and oil.

Source: U.S. Bureau of Labor Statistics, *Consumer Expenditures Survey: Results from 1990.*



Personal Travel by mode of Transportation



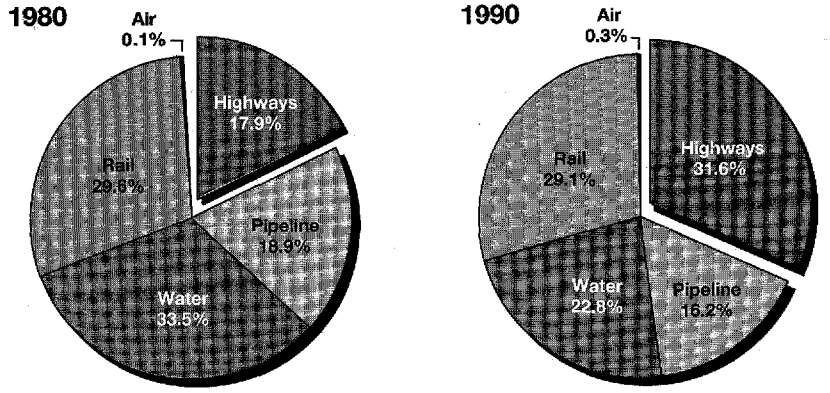
The personal motor vehicle (automobile, light truck, van, and motorcycle) is the predominant form of personal transportation. Privately owned vehicles are used for 88.2 percent of all personal travel. When school bus (1.4%) and bus/streetcar (1.5%) are added to the Private Vehicle portion, we find that over 90 percent of personal transportation is served by highways.

Source: Federal Highway Administration, *Nationwide Personal Transportation Survey, 1990.*

Freight Transportation by Mode

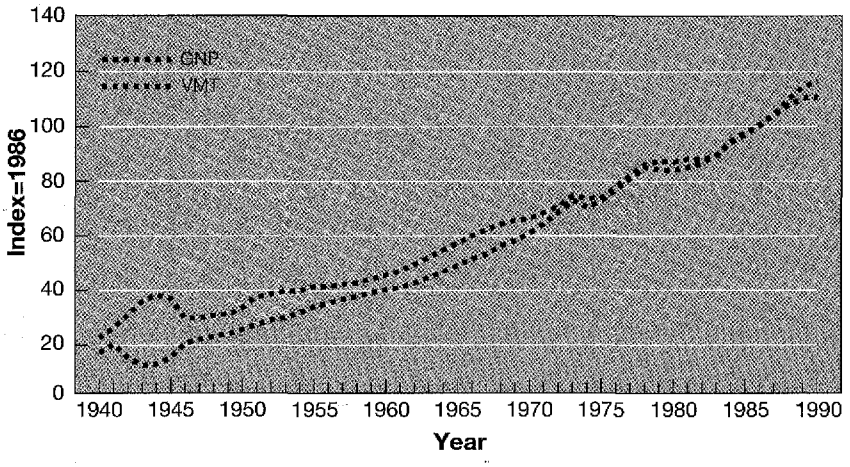
In 1990, the Nation's highway system carried 31.6 percent of the total revenue ton-miles of freight compared to 17.9 percent in 1980.

Source: U.S. Department of Transportation, *National Transportation Statistics: Annual Report, June 1992.*



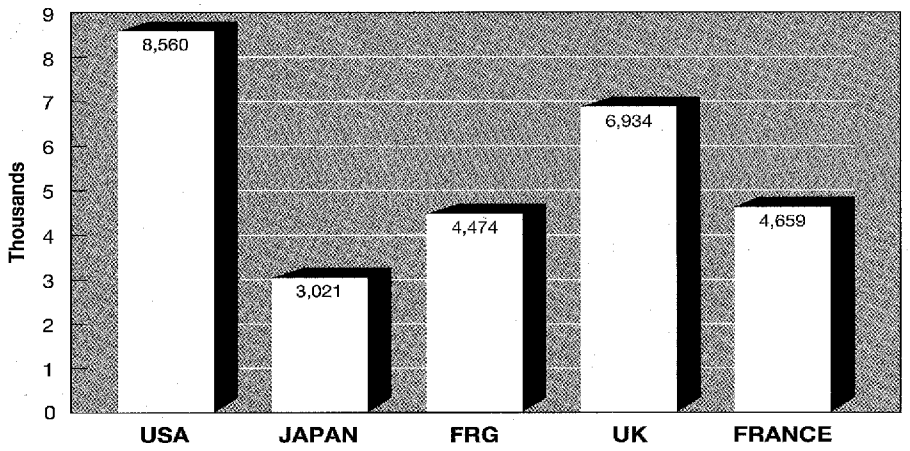
Gross National Product and Travel Relationship

There is a strong relationship between the Nation's economy and travel on the Nation's highway system. Since the 1930's, growth in the Gross National Product (GNP) and vehicle-miles of travel (VMT) reflect strikingly similar patterns (with the exception of the World War II period), including the period of energy disruptions during the 1970's. Since the early 1980's, VMT and the GNP have grown at essentially the same rate.



Annual Vehicle-Miles of Travel per Capita

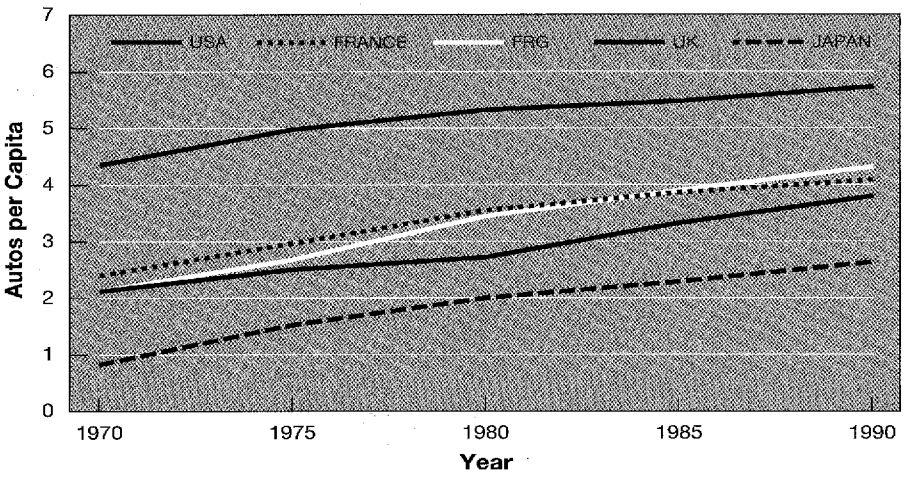
Highway travel by Americans, expressed as vehicle-miles of travel per capita, far exceeds highway travel by citizens of other major countries. In 1990, VMT per capita in the United States reached 8,560, a 27 percent increase compared to 1980.



Source: International Road Federation, *World Road Statistics 1986–1990.*

Automobiles per Capita

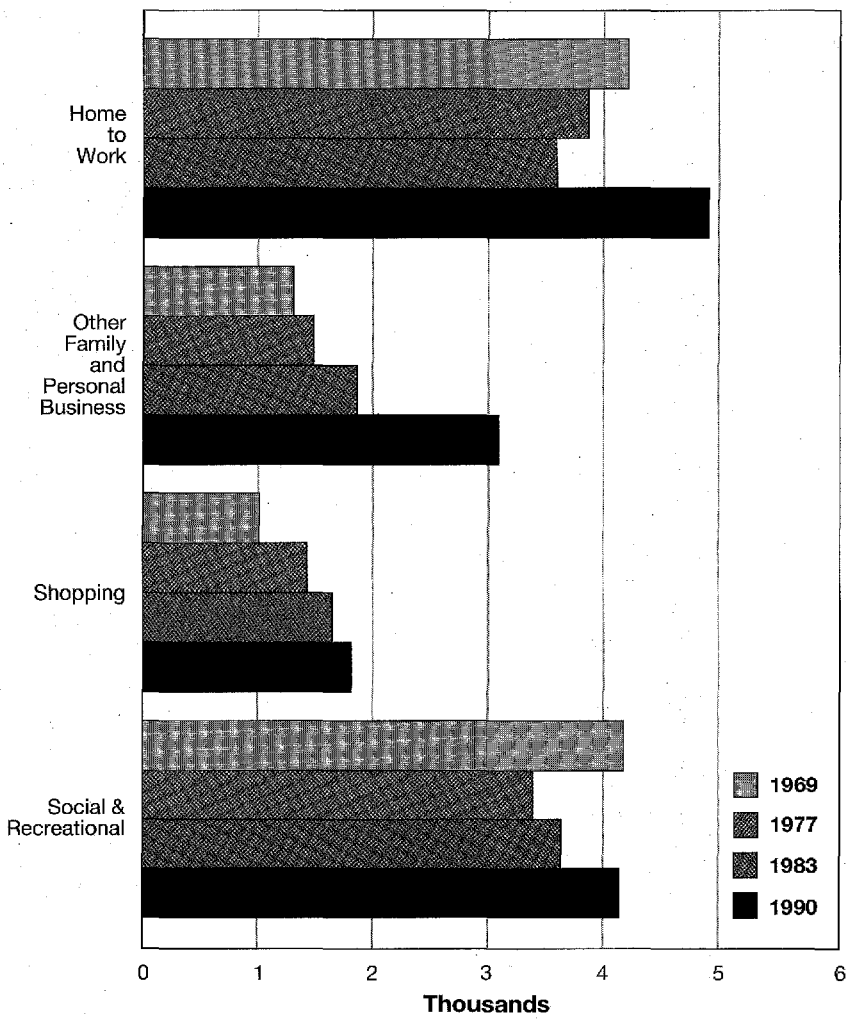
The United States had the highest number of automobiles in 1990. Japan has consistently had the lowest number of automobiles per capita, however their truck and bus registration growth closely follows the United States in the number of trucks and buses per capita.



Source: U.S. Department of Energy, *Transportation Energy Data Book: Edition 12, March 1992.*

\nnual Household-Based Motor Vehicle Travel
or Selected Purposes

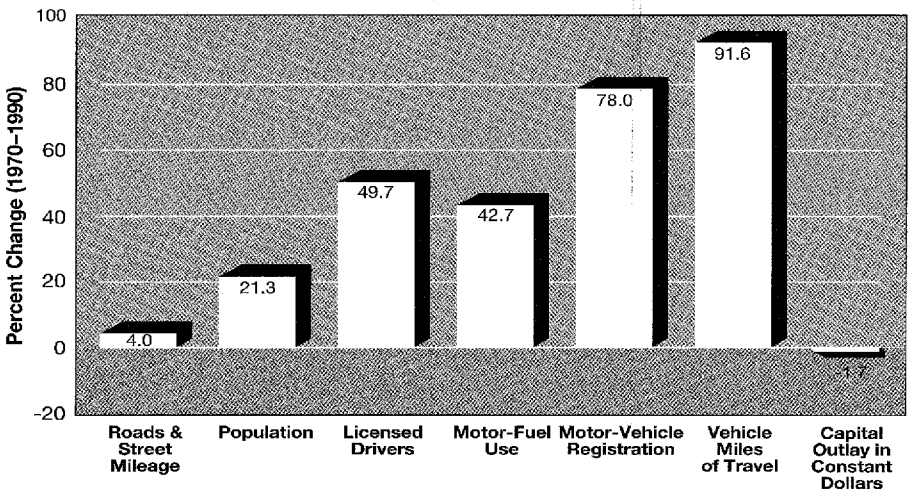
ı 1990, the average household traveled lmost 5,000 miles for commuting to work. he recent growth in household-based ehicle travel has primarily been for ommuting and for other family and personal business, which includes purchase of services and giving others a ride. There were only slight increases in travel per household for shopping and social/recreational purposes.



ource: Federal Highway Administration, *Nationwide Personal Transportation Studies (1969, 1977, 1983, 1990).*

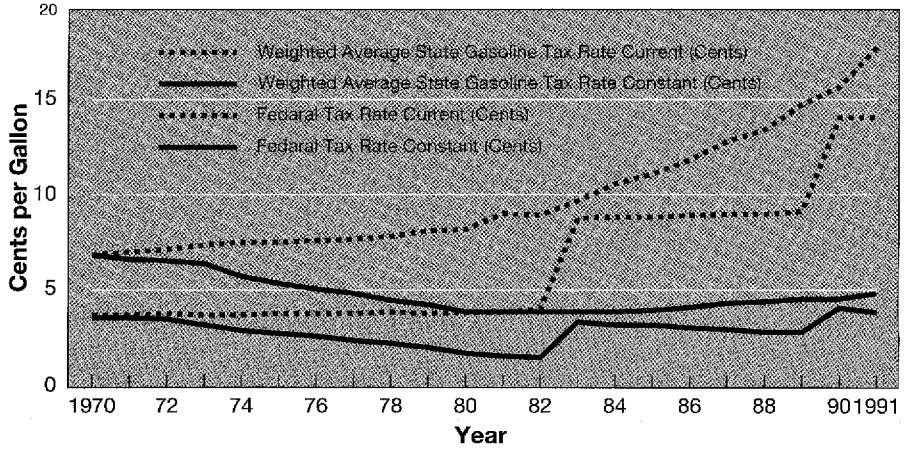
Highway Indicators

While road and street mileage have increased only 4 percent since 1970, the number of vehicles using those roads and streets has increased 78 percent. Highway capital outlay expressed in constant 1970 dollars has actually decreased by 1.7 percent.



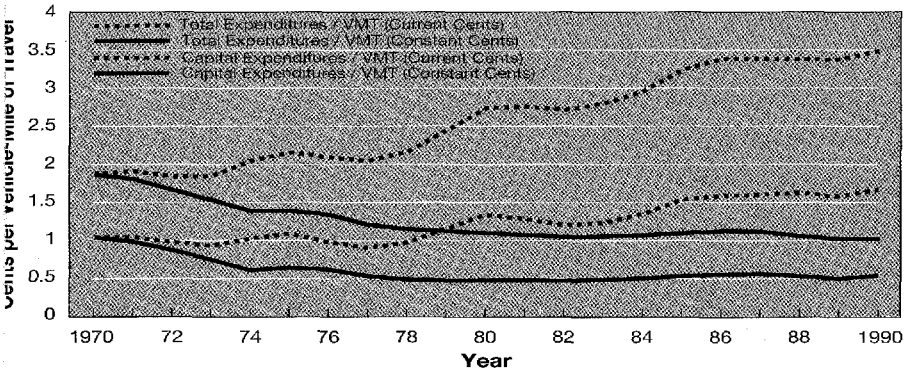
Federal and State Gasoline Tax Rates

Despite significant increases in State motor-fuel tax rates during the 1980's, the weighted average gasoline tax rate expressed in constant 1970 cents actually decreased by 35 percent from 7.02 cents per gallon in 1970 to 4.59 cents per gallon in 1990. In 1991, twenty-two States increased their gasoline tax resulting in an 8 percent increase over 1990. Over the same 1970 to 1990 period, the Federal gasoline tax rate expressed in constant 1970 cents increased by 5 percent, from 4.00 cents per gallon to 4.19 cents per gallon as the rate increased; from 4.00 cents per gallo to 14.10 cents per gallon.



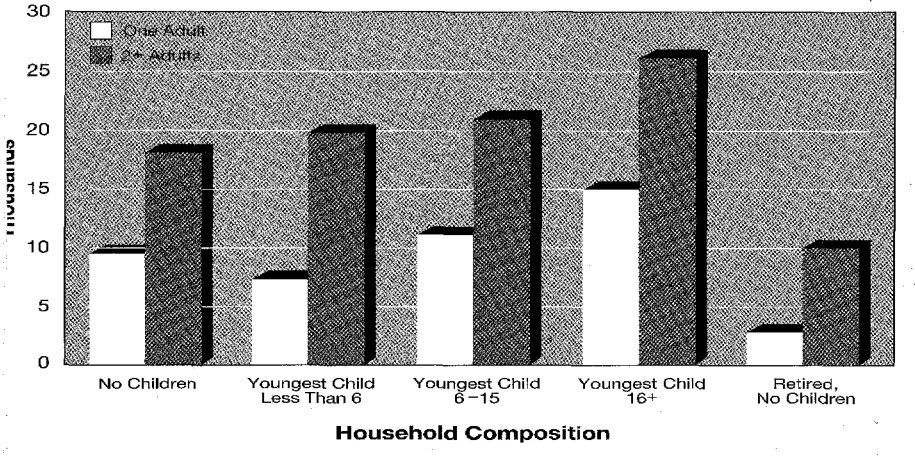
Highway Expenditures per Vehicle-Mile of Travel

In 1990, capital expenditures, expressed in cents per vehicle-mile of travel (VMT), were 1.65 as compared to 1.04 in 1970—a 58.7 percent increase. After accounting for inflation, capital expenditures per VMT in 1990 were 0.53—a 49.0 percent decrease. In 1990, total highway expenditures, expressed in cents per VMT, were 3.48 compared to 1.88 in 1970—an 85.1 percent increase. When inflation is taken into account, total highway expenditures per VMT in 1990 were 1.03—a 45.2 percent decrease. In effect, in 1990, highway expenditures by all units of government on a per Vehicle-Mile of travel basis were about one-half of what they were 20 years ago.



Annual Vehicle-Miles of Travel by Household

Travel patterns typically reflect the composition of the household unit. The presence of more than one adult in the household, the presence of children, and the ages of the children all have a great bearing on the average annual vehicle travel by the household.



Source: Federal Highway Administration, *Nationwide Personal Transportation Survey 1990.*

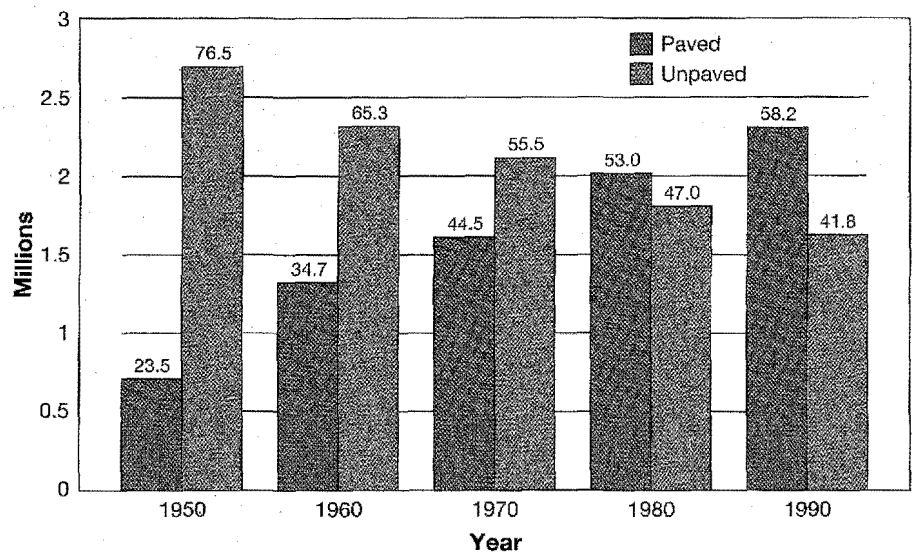
Jurisdictional Control of U.S. Roads and Streets

The vast majority (74.8 percent) of the Nation's roadways are under the jurisdiction of local governments (town, city, county). Only 4.6 percent are under the jurisdiction of the Federal Government which includes roads in national forests and parks and on military and Indian reservations. The Nation's most heavily travelled roadways (representing 20.6 percent of the total 3,880,151 miles and including the entire Interstate System) are controlled and maintained by the State governments.

Jurisdiction	Rural Mileage	Percent	Urban Mileage	Percent	Total Mileage	Percent
State	702,562	22.5	95,790	12.6	798,352	20.6
Local	2,242,030	71.8	660,549	87.3	2,902,579	74.8
Federal	178,196	5.7	1,024	0.1	179,220	4.6
Total	3,122,788	100.0	757,363	100.0	3,880,151	100.0

Road and Street Mileage by Surface Type

Currently, about 58.2 percent of all roads and streets are paved, compared with about 23.5 percent in 1950. The total paved mileage has increased 230 percent since 1950, but the total road and street mileage has increased by only 17 percent. Essentially all of the unpaved mileage is on lightly travelled rural roads.



Functional Systems Mileage and Travel

Roads and streets are grouped into functional classes according to the type of service they provide, and to some extent, on how much traffic the facility carries. Although functional classification may change over time to better describe the changing role that a particular road or street may be playing, the total mileage changes only slightly over time. The rural major and minor collector systems actually decreased in mileage due, at least in part, to the expansion of urban boundaries.

	Mileage						
Functional System	Rural	Percent Change 1980 to 1990	Urban	Percent Change 1980 to 1990	Total	Percent Change 1980 to 1990	Percent of Total Mileage
Interstate	33,547	4.8	11,527	15.0	45,074	9.4	1.2
Other Freeways/ Expressways	—	—	7,670	14.3	7,670	14.3	0.2
Other Principal Arterial	83,892	1.3	51,967	17.3	135,789	6.9	3.5
Minor Arterial	144,735	3.9	74,656	12.1	219,391	1.7	5.7
Major Collector	436,365	0.6	—	—	436,365	-0.6	11.2
Minor Collector	293,912	1.9	—	—	293,912	-1.9	7.6
Collectors	—	—	78,248	14.8	78,248	14.8	2.0
Local	2,130,427	4.5	533,275	24.5	2,663,702	0.1	68.6
Total	3,122,788	-3.4	757,363	21.5	3,880,151	0.6	100.0

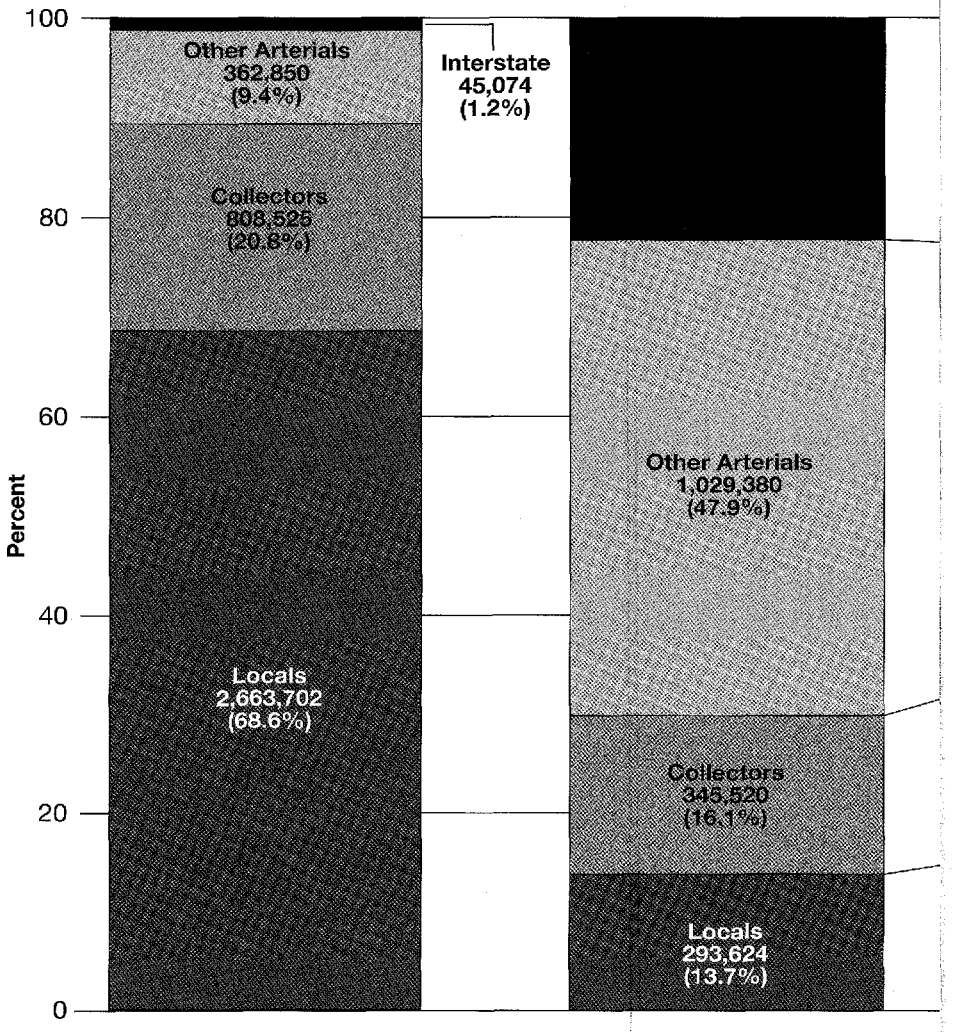
Total mileage has increased only 0.6 percent since 1980, while travel has increased 41.2 percent during the same time period. The urban travel increase of 50.7 percent has outpaced the rural 29.1 percent increase due to the Nation's continued growth in urbanization and expanding urban boundaries. The urban Interstate system has had the greatest travel growth (62.9 percent) during the 1980 to 1990 time period.

	Annual Vehicle-Miles of Travel—1990 (Millions)						
Functional System	Rural	Percent Change 1980 to 1990	Urban	Percent Change 1980 to 1990	Total	Percent Change 1980 to 1990	Percent of Total Travel
Interstate	200,573	49.1	278,404	74.7	478,977	62.9	22.3
Other Freeways/ Expressways	—	—	127,431	46.1	127,431	46.1	5.9
Other Principal Arterial	175,382	30.6	335,687	48.7	511,069	41.4	23.8
Minor Arterial	155,844	18.1	235,036	67.3	390,880	28.7	18.2
Major Collector	191,302	27.8	—	—	191,302	27.8	8.9
Minor Collector	50,462	26.8	—	—	50,462	26.8	2.3
Collectors	—	—	103,756	26.9	103,756	26.7	4.8
Local	96,846	15.6	196,778	61.2	293,624	42.3	13.7
Total	870,409	29.1	1,277,092	50.7	2,147,601	41.2	100.0

Total Road Mileage and Travel by Functional Classification

Roads and streets are grouped into functional classes according to the type of service they provide. The arterial system (including the Interstate System) accounts for about 10.6 percent of the Nation's total roads and streets but carries 70.2 percent of total travel.

The Interstate System accounts for only 1.2 percent of the Nation's total miles of roadway; however, 22.3 percent of total travel occurs on this system. Conversely, local roads account for 68.6 percent of the Nation's total road and street mileage but only 13.7 percent of total travel.

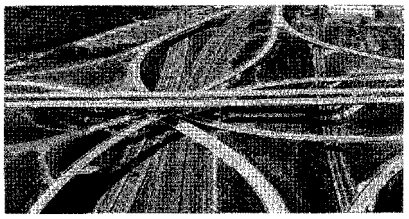


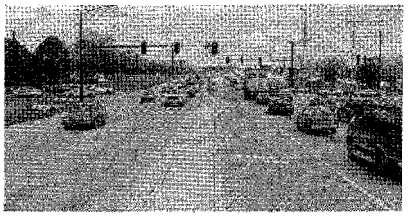
Functional Classification

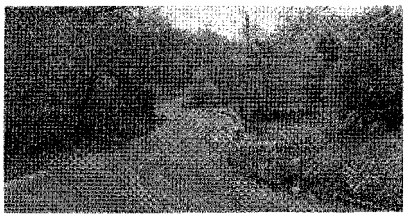
Arterial (including Interstate and other freeways)—The highest classification of roads and streets. Arterials provide the highest level of mobility, at the highest speed, for a long uninterrupted distance.

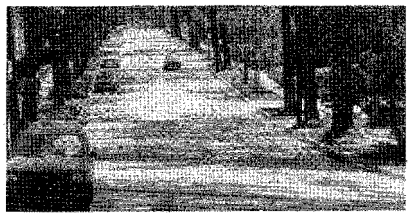
Collector—Provides a lower level of mobility than arterials at lower speeds and for a shorter distance. Collectors connect local roads with arterials and provide some access to abutting land.

Local—The lowest classification of roads and streets. Local roads provide a high level of access to abutting land but limited mobility.



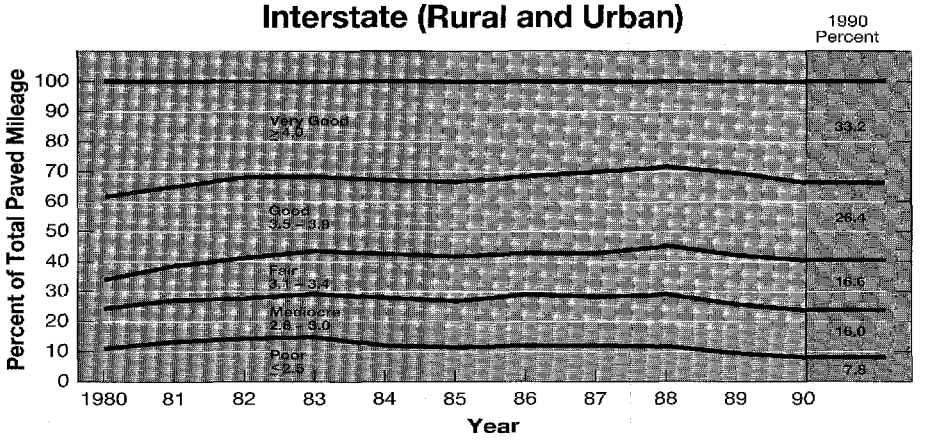


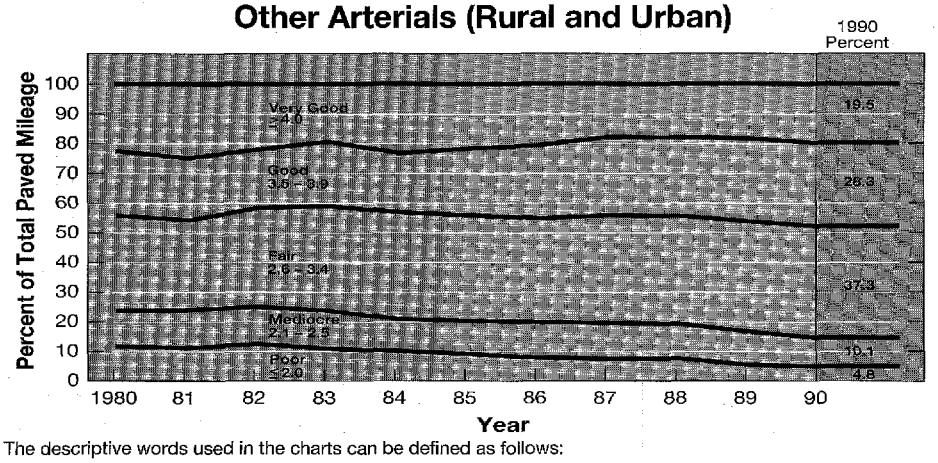




Pavement Condition of Interstate and Other Arterials

The preservation of the Nation's highways is a priority at all levels of government. Although pavement conditions and trends vary significantly among the States, average conditions on the Nation's arterial systems appear to have stabilized or perhaps even improved in the latter years. This has stemmed a continuous downward trend in physical conditions that was evident in the 1970's and early 1980's. This is due primarily to increased attention and fiscal resources assigned to the preservation of pavement during the mid to late 1980's.The Pavement Serviceability Rating (PSR) is a composite rating of the overall condition of a pavement. The value can range from 0.1 to 5.0 which translates into a completely deteriorated, probably unusable roadway to a brand new, yet to be used roadway.



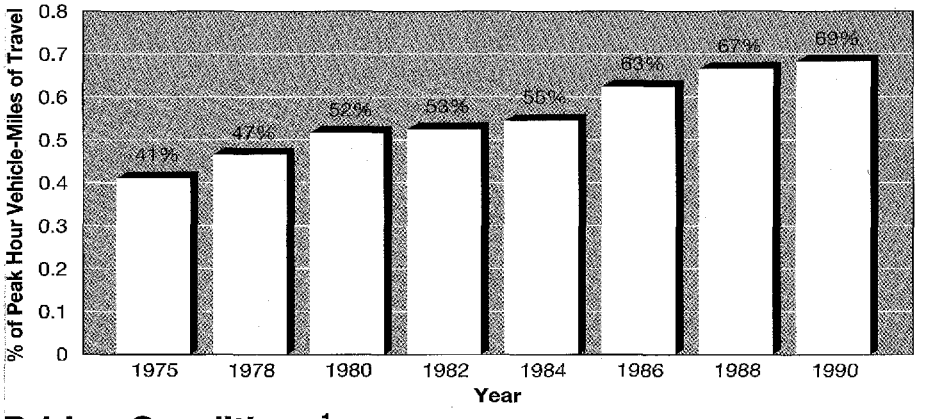


The descriptive words used in the charts can be defined as follows:

Poor— Needs immediate improvement to restore serviceability
Mediocre— Needs near-term improvement to preserve usability
Fair— Will likely need improvement in the near future, but depends on traffic use
Good— In decent condition; will not require improvement in the near future
Very Good— New or almost new pavement will not require improvement for some time.

Travel Congestion on Urban Interstate[1]

Travel congestion on the urban Interstate System is steadily increasing, but at a slower pace in recent years. In 1990, 69 percent of the peak hour travel on this system occurred under congested conditions, while only 52 percent of the travel occurred under these congested conditions in 1980. The measure of congestion used in this analysis is called the Volume/Service Flow (V/SF) Ratio. As this ratio gets larger, traffic slows and eventually stops as the theoretical value of 1.00 (the volume of traffic = service flow capability of the facility) is approached. A V/SF ratio value of greater than or equal to 0.80 was used here to indicate congestion.



Bridge Conditions[1]

Thirty-eight percent of the Nation's estimated 573,078 bridges are structurally deficient or functionally obsolete. Twenty-nine percent of the 122,114 bridges on the National Highway System (Interstate and all other principal arterials) are structurally deficient or functionally obsolete.

A *structurally deficient* bridge is closed or restricted to light vehicles only because of deteriorated structural components. Structurally deficient bridges are not necessarily unsafe. Strict observance of signs limiting traffic or speed on bridges will generally provide adequate safeguards for those using the bridges.

A *functionally obsolete* bridge is one that cannot safely service the volume or type of traffic using it. These bridges are not unsafe for all vehicles, but have older design features that prevent them from accommodating current traffic volumes and modern vehicle sizes and weights.

	National Highway System[1]		Other Federal-Aid Highway[2]		Non-Federal-Aid Highway[3]		Total Highways	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Structurally Deficient	11,140	9.1	29,255	17.0	87,433	31.4	127,828	22.3
Functionally Obsolete	24,819	20.3	26,231	15.2	36,505	13.1	87,555	15.3
All Other Bridges	86,155	70.6	116,666	67.8	154,874	55.6	357,695	62.4
Total Bridges in Inventory	122,114	100.0	172,152	100.0	278,812	100.0	573,078	100.0

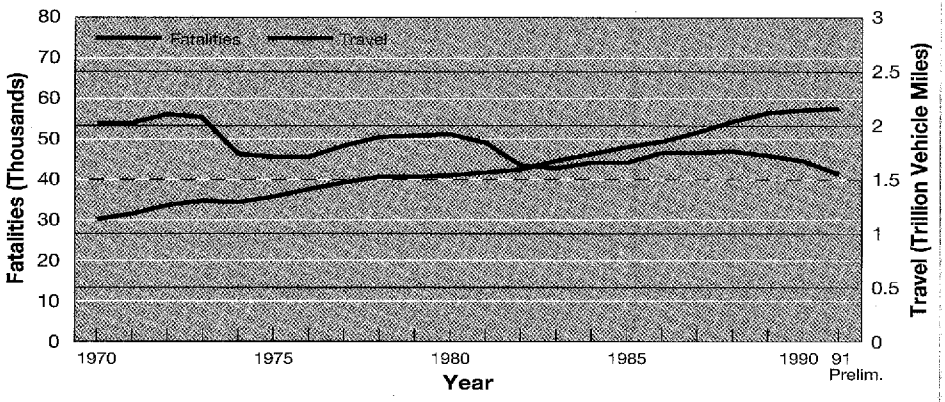
[1] Includes all Interstate and other principal arterials.
[2] Includes all other highways except minor collectors and local roads and streets.
[3] Includes rural minor collectors and local roads and streets.

Source: Federal Highway Administration, Office of Engineering

Motor Vehicle Fatalities

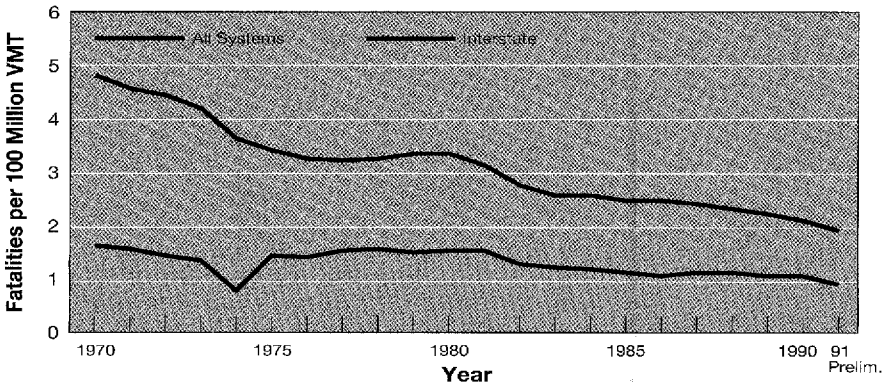
After a series of declines during the mid 1970's and early 1980's, the number of fatalities increased from 1986 to 1988, and then started to decline again. In 1988, there were 47,093 fatalities compared to 44,529 in 1990. The lowest number of fatalities in the 1970 to 1990 time span occurred in 1983 (42,589), while the largest number was in 1972 (55,704). Of the 44,529 1990 fatalities, 4,941 (or 11.1 percent occurred on the Interstate System. An estimated 49.5 percent of highway fatalities in 1990 were alcohol related. According to preliminary data for 1991, fatalities still continue to decrease even though travel continues to increase.

The reported use of seat belts and air bags continues to rise dramatically. Seat belt use in States that have use laws now averages 54 percent.



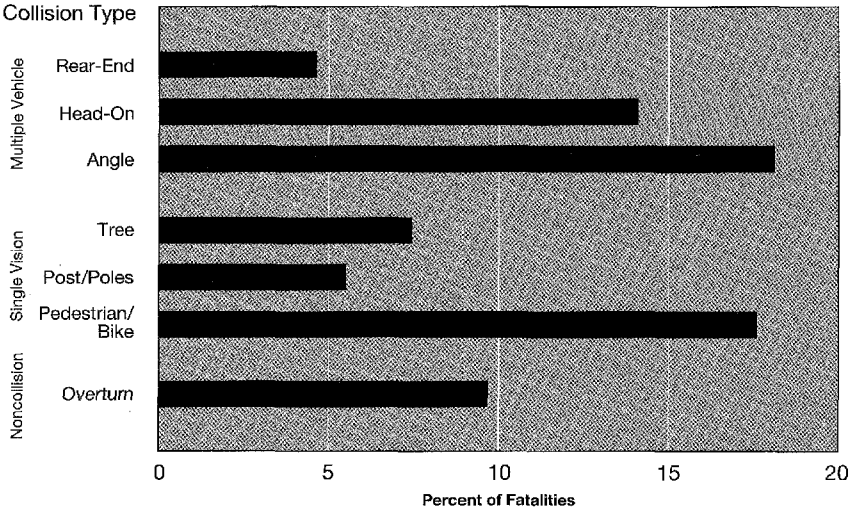
Fatality Rates

The fatality rate—fatalities per 100 million vehicle-miles of travel (VMT)—on all highway systems continues to decline. In 1990, the fatality rate reached 2.07, a 57 percent decrease from 1970. The decrease in the fatality rate occurred despite a 91.6 percent increase in highway travel and a 78 percent increase in motor vehicle registrations during the 1970 to 1990 time period. The fatality rate (1.10) on the Interstate System is a little over one-half the rate on all highway systems. Preliminary data for 1991 indicates a further decline in the fatality rate on all systems.



Fatalities by Collision Type

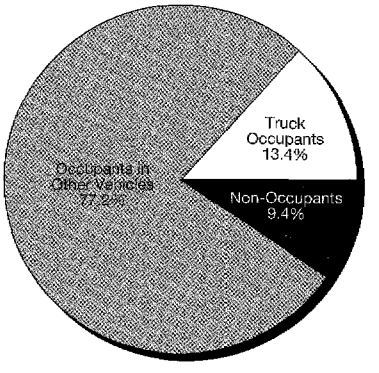
In 1990, multiple motor vehicle collisions made up almost 40 percent of all fatal accidents with angle collisions making up nearly half of them. Collisions with pedestrians, bicycles and other nonmotorists made up 19 percent of the fatal accidents. The remainder are single-vehicle accidents, including nearly 10 percent resulting from overturns.



Source: National Highway Traffic Safety Administration, *Fatal Accident Reporting System, 1990.*

Fatalities Involving Medium/Heavy Trucks[1]

There were 5,254 fatalities in accidents involving medium and heavy trucks in 1990. Occupants in other vehicles accounted for 4,057 or 77 percent of the fatalities involving medium and heavy trucks.

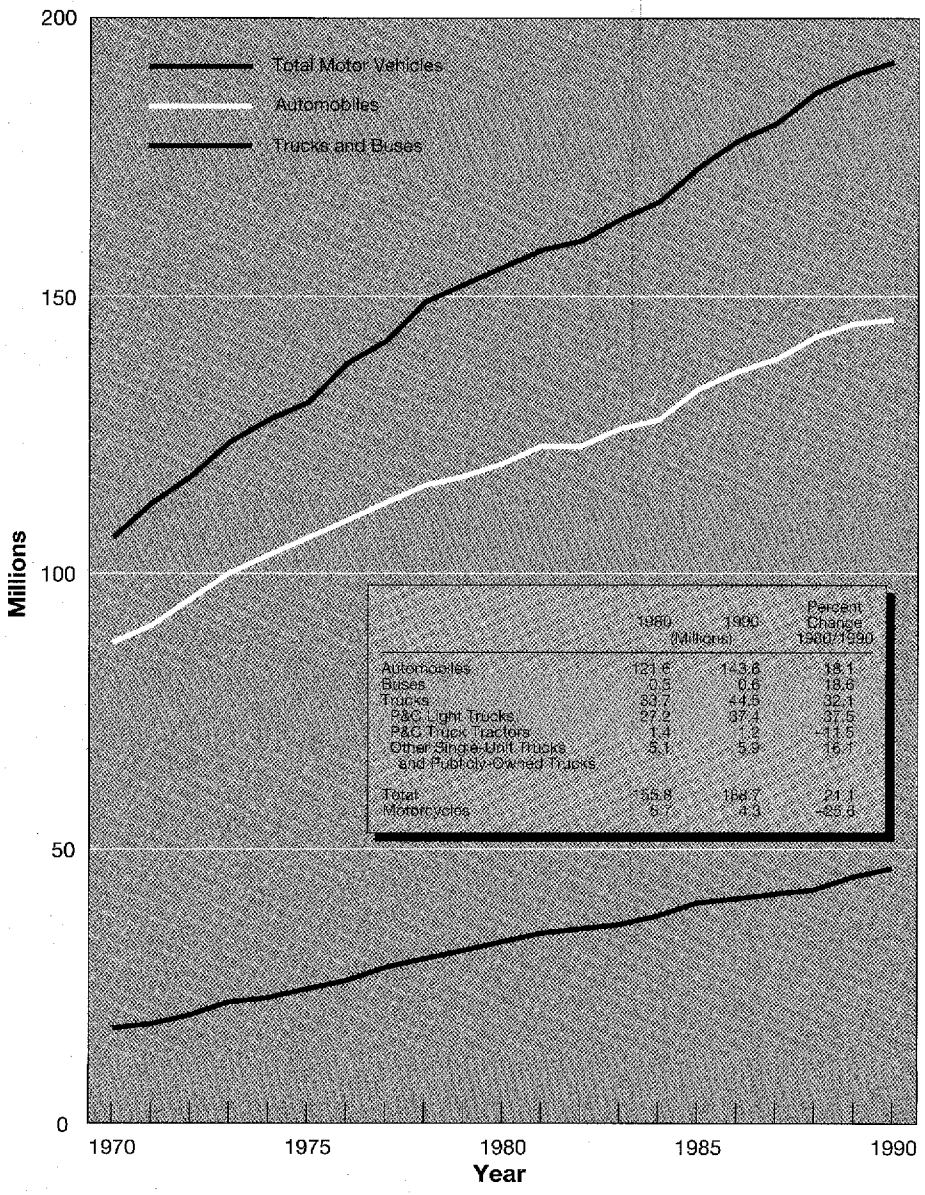


[1] Medium/Heavy Truck—Single-unit truck with gross vehicle weight greater than 10,000 lbs., tractor-trailer combination, truck with cargo trailer(s), or truck-tractor pulling no trailer.

Source: U.S. Department of Transportation, *National Highway Traffic Safety Administration, Fatal Accident Reporting System, 1990*

Motor Vehicle Registrations

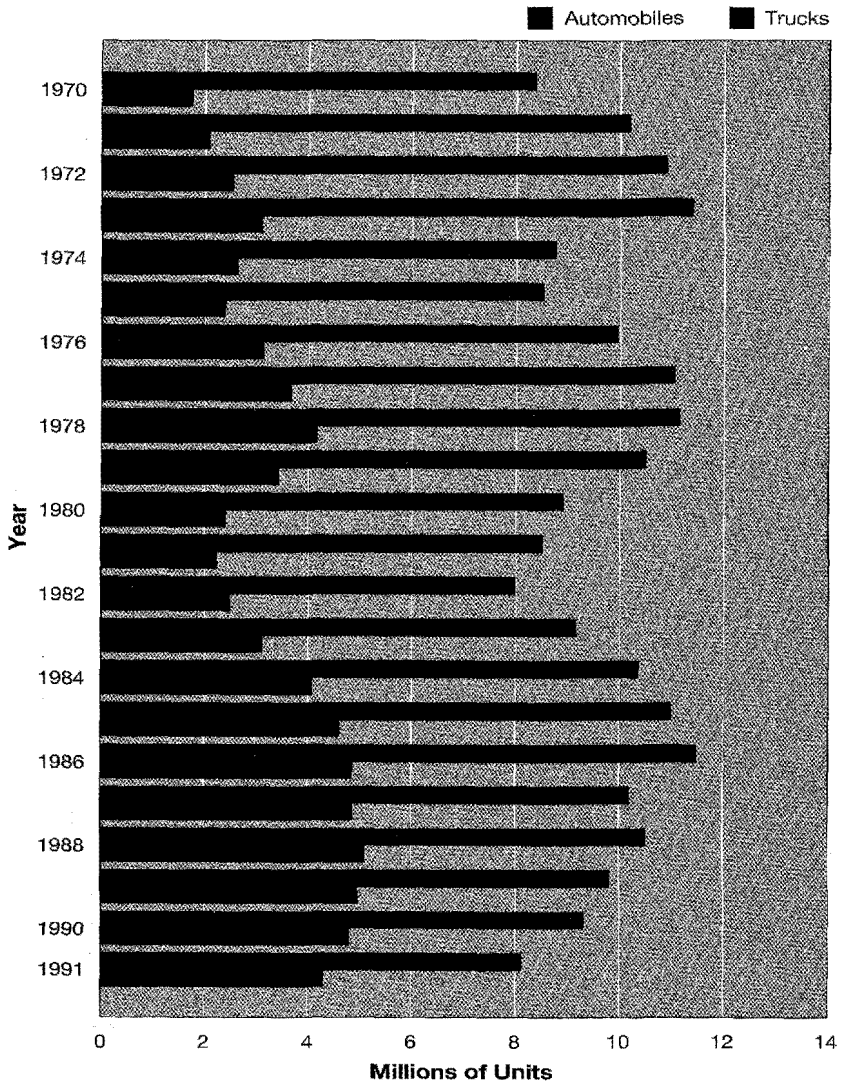
The number of registered motor vehicles continues to increase steadily. Automobile registrations have increased 18.1 percent (22.0 million) since 1980 while truck registrations have increased 32.1 percent (10.8 million). Light single-unit trucks have seen a phenomenal growth in popularity since 1980 and now account for 19.8 percent of total registered motor vehicles.



	1960	1990	Percent Change 1960-1990
	(Millions)		
Automobiles	121.6	143.6	18.1
Buses	0.5	0.6	18.6
Trucks	33.7	44.5	32.1
P&G Light Trucks	27.2	37.1	37.5
P&G Truck Tractors	1.4	1.2	-11.6
Other Single-Unit Trucks and Publicly-Owned Trucks	5.1	5.9	16.7
Total	155.8	188.7	21.1
Motorcycles	5.1	4.3	-25.5

Motor Vehicle Retail Sales

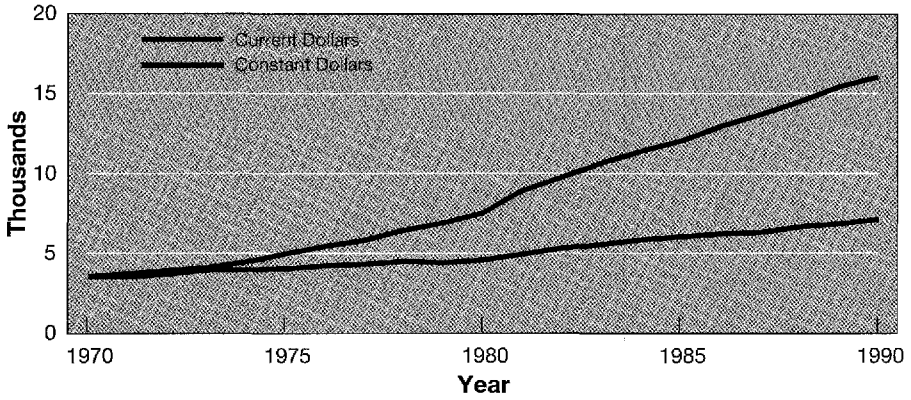
Total motor-vehicle retail sales reached an all-time peak of 16,323,000 units in 1986. Retail sales of automobiles accounted for 5.2 percent of total sales in 1991 compared to 78.3 percent in 1980. This decrease reflects the growing popularity of light trucks as personal vehicles. Retail sales of trucks reached a record 5,149,000 units in 1988 (an increase of 107 percent compared to 1980) and have decreased slightly to 4,365,000 in 1991.



Source: Motor Vehicle Manufacturers Association of the United States, Inc., *Economic Indicators—The Motor Vehicles Role in the U.S. Economy, 4th Quarter, 1991.*

Average New Car Selling Price

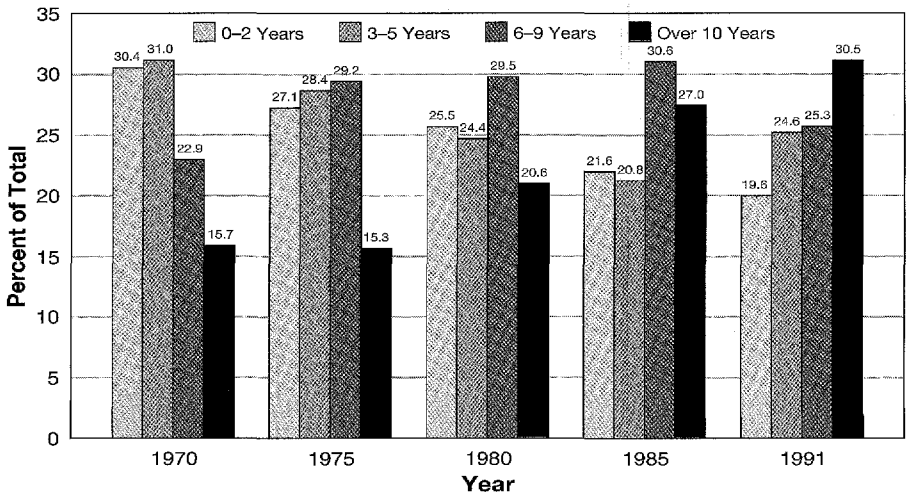
The average new car selling price reached $16,012 in 1990, an increase of 4.7 percent over the 1989 price of $15,292. The average price has risen 352 percent since 1970. This reflects general price inflation and the changes in the characteristics of the vehicles purchased. Current model vehicles include mandated safety and emissions equipment plus a host of optional equipment like air conditioning, that were not typical of 1970 model cars.



Source: Oakridge National Laboratory, *Transportation Energy Data Book, Edition 12.*

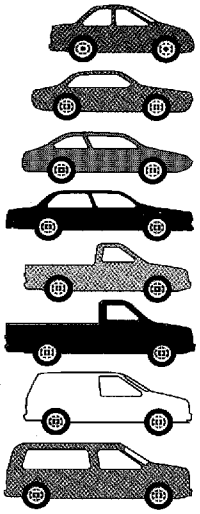
Passenger Cars in Use by Age (as of July 1, 1991)

The average age of passenger cars in use in 1991 was 8 years compared to 7.6 years in 1985, 6.6 years in 1980, 6.0 years in 1975, and 5.6 years in 1970. These increases reflect a growing trend in keeping passenger cars for a longer period of time.



Source: Compiled by the Motor Vehicle Manufacturers Association from R.L. Polk and Co. data

Cost of Owning and Operating Automobiles, Vans, and Light Trucks—1991

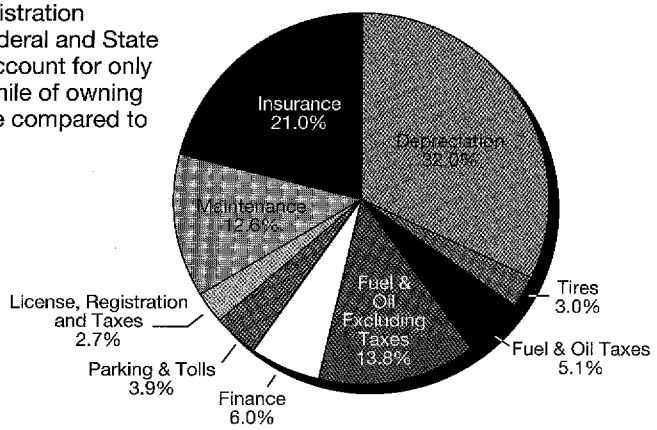
	CENTS PER MILE [1]		
	SUBURBAN-BASED OPERATION		
	SIZE	TOTAL COST[2]	CHARACTERISTICS
	Subcompact	28.9	4 cylinder Avg MPG – 26.2
	Compact	29.5	4 cylinder Avg MPG – 22.9
	Intermediate	33.4	6 cylinder Avg MPG – 19.9
	Full-size Car	37.9	8 cylinder Avg MPG – 18.0
	Compact Pickup	30.6	4 cylinder Avg MPG – 21.7
	Full-size Pickup	35.1	8 cylinder Avg MPG – 14.5
	Minivan	35.3	6 cylinder Avg MPG – 17.5
	Full-size Van	44.8	8 cylinder Avg Mpg – 11.2

ource: Federal Highway Administration, *Cost of Owning & Operating Automobiles, Vans & Light Trucks 1991.*
Includes fuel oils, tires, maintenance, insurance, depreciation, finance charges, and taxes.
Total Costs Over Twelve Years, based on 128,500 miles.

Ownership and Operating Costs

y Category Intermediate Size Vehicle (Based on Average Cost of 33.4 Cents Per Mile)

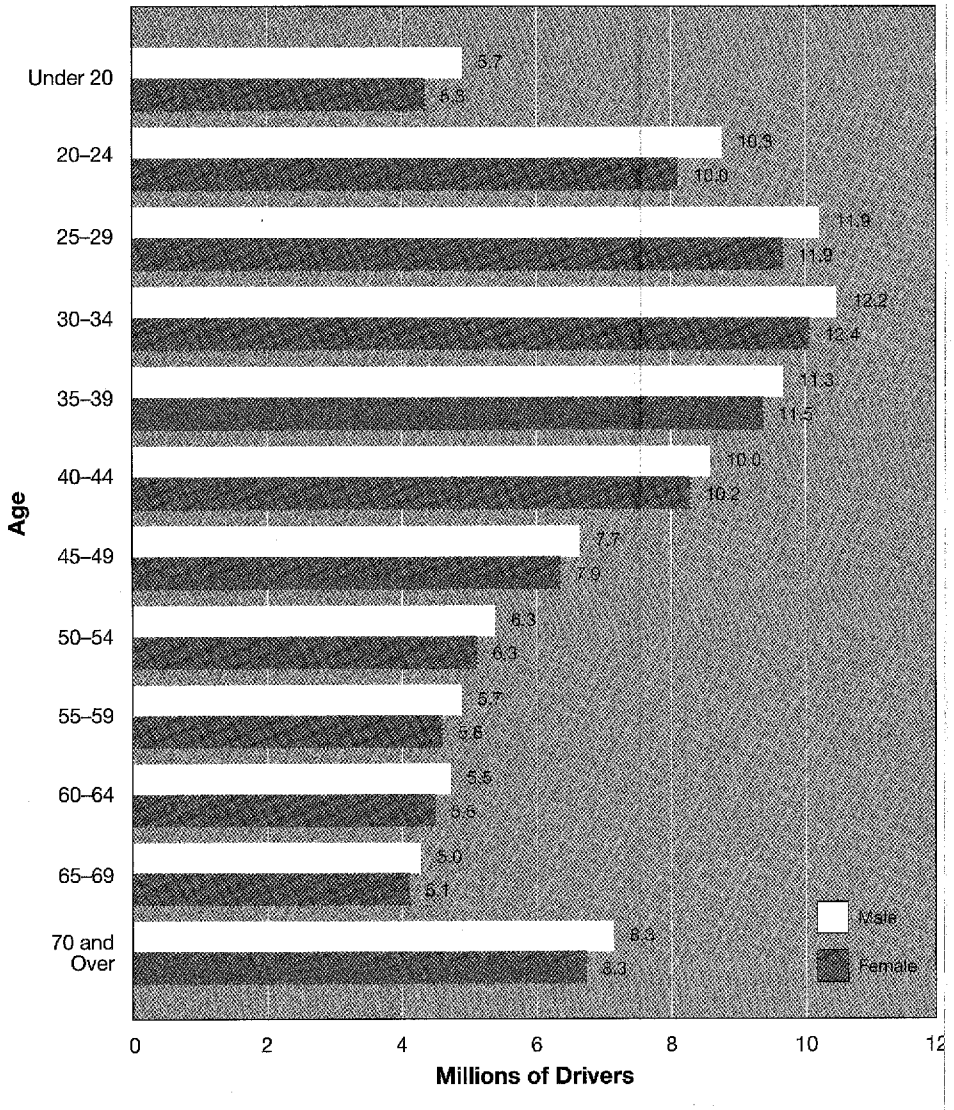
he Federal Highway Administration stimates that combined Federal and State notor-fuel taxes currently account for only .1 percent of the cost per mile of owning nd operating an automobile compared to .7 percent in 1970.



ource: Federal Highway Administration, *Cost of Owning & Operating Automobiles, Vans & Light Trucks 1991.*

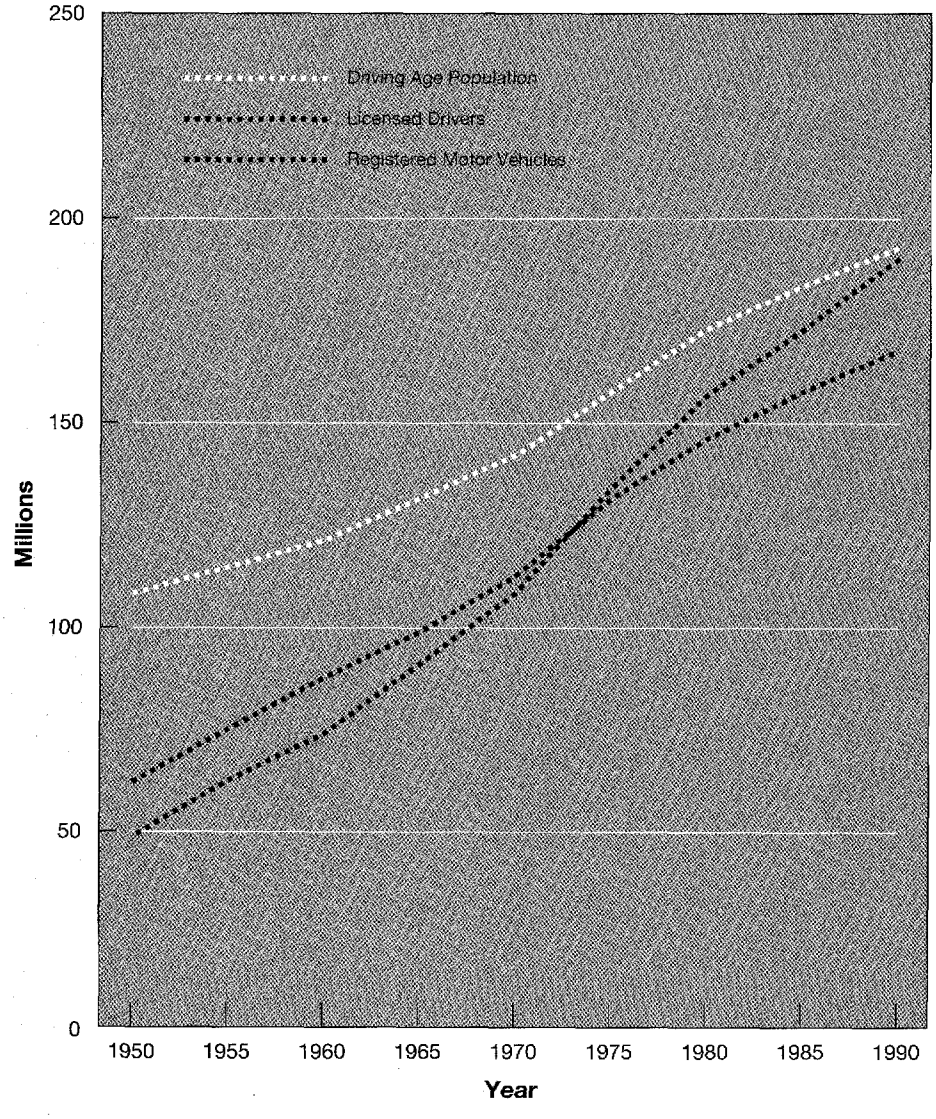
Licensed Drivers by Age and Sex

There were 167,015,250 licensed drivers in the United States in 1990. Although the 30–34 age group contains the largest percentage of licensed drivers, the average age of licensed drivers is shifting upward as the average population ages and as older drivers continue to hold licenses. Drivers age 60 and older now represent 18.9 percent of total licensed drivers compared with 16.3 percent in 1980. Forty-eight percent (81,222,800) of the estimated 167 million licensed drivers in 1990 were women. The number of female drivers has increased 19 percent since 1980 compared with a 11.1 percent increase in male drivers.



Licensed Drivers, Population, and Motor Vehicles

In 1950, 57 percent of the driving age population was licensed to drive a motor vehicle. By 1990, 87.3 percent of the driving age population were licensed drivers. There were 1.26 licensed drivers for every registered motor vehicle in 1950. In 1970 the ratio was about one to one, and by 1990 it had fallen to 0.89 or 1.1 vehicles per licensed driver.

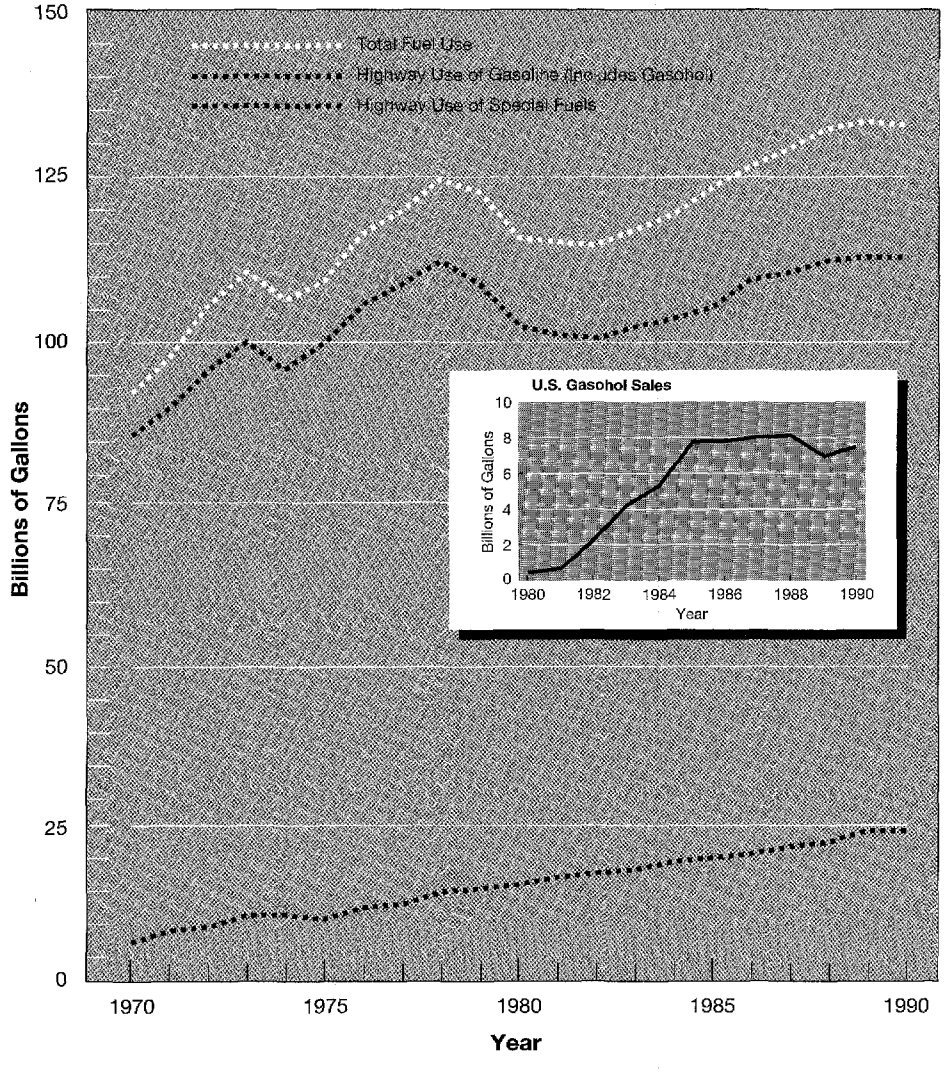


Highway Fuel Use

Highway motor fuel use reached an all-time peak of 131.8 billion gallons in 1989, falling slightly to 131.7 billion gallons in 1990. Despite improved automotive fuel economy, highway use of gasoline increased through most of the 1980's as the population and number of automobiles increased.

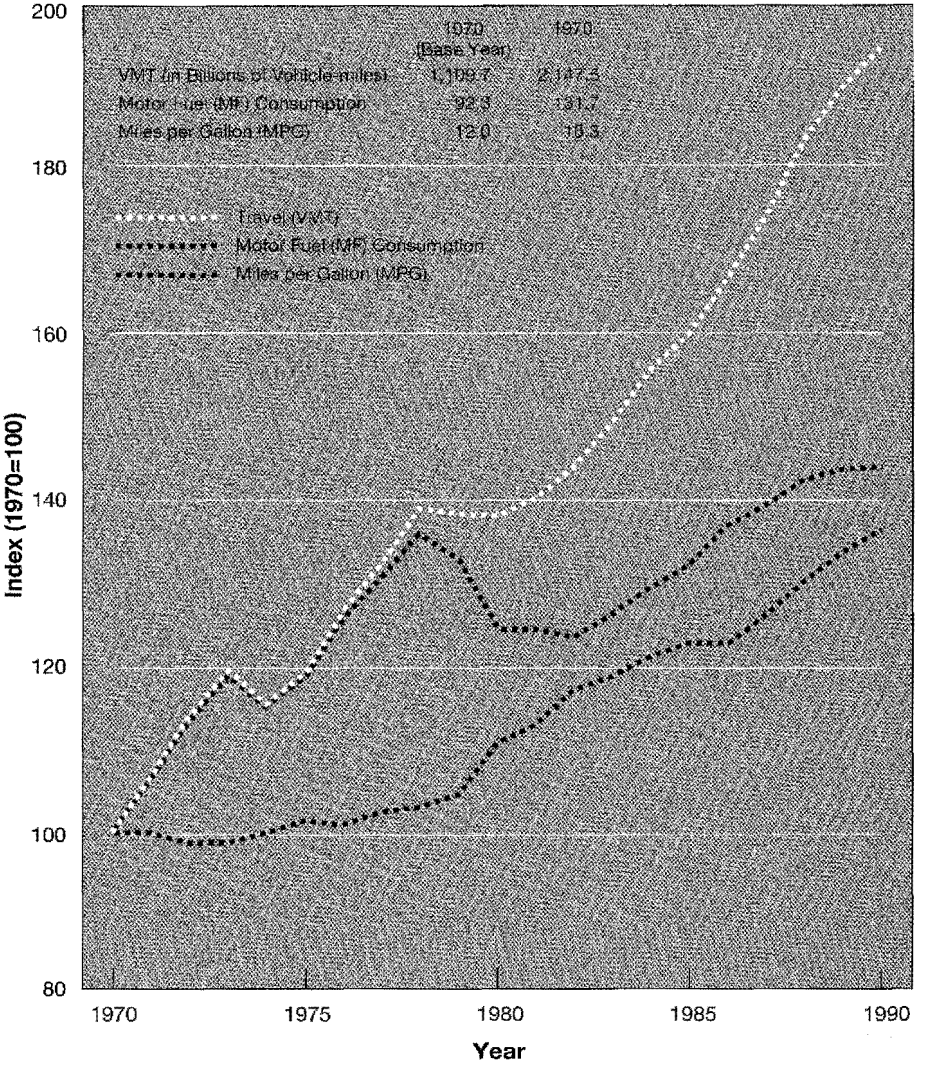
Highway use of special fuel (diesel) increased both in real terms and as a proportion of total highway fuel use as the percentage of trucks in the traffic stream has increased.

Gasohol sales for 1990 were up 1,417 percent from 1980 with sales for 1989 and 1990 down somewhat from the mid 1980's. The drop may be due to the expiration of State fuel tax incentives for gasohol and other alcohol fuels.



Vehicle-miles of Travel, Highway Fuel Use, and Miles per Gallon of Fuel for All Vehicles

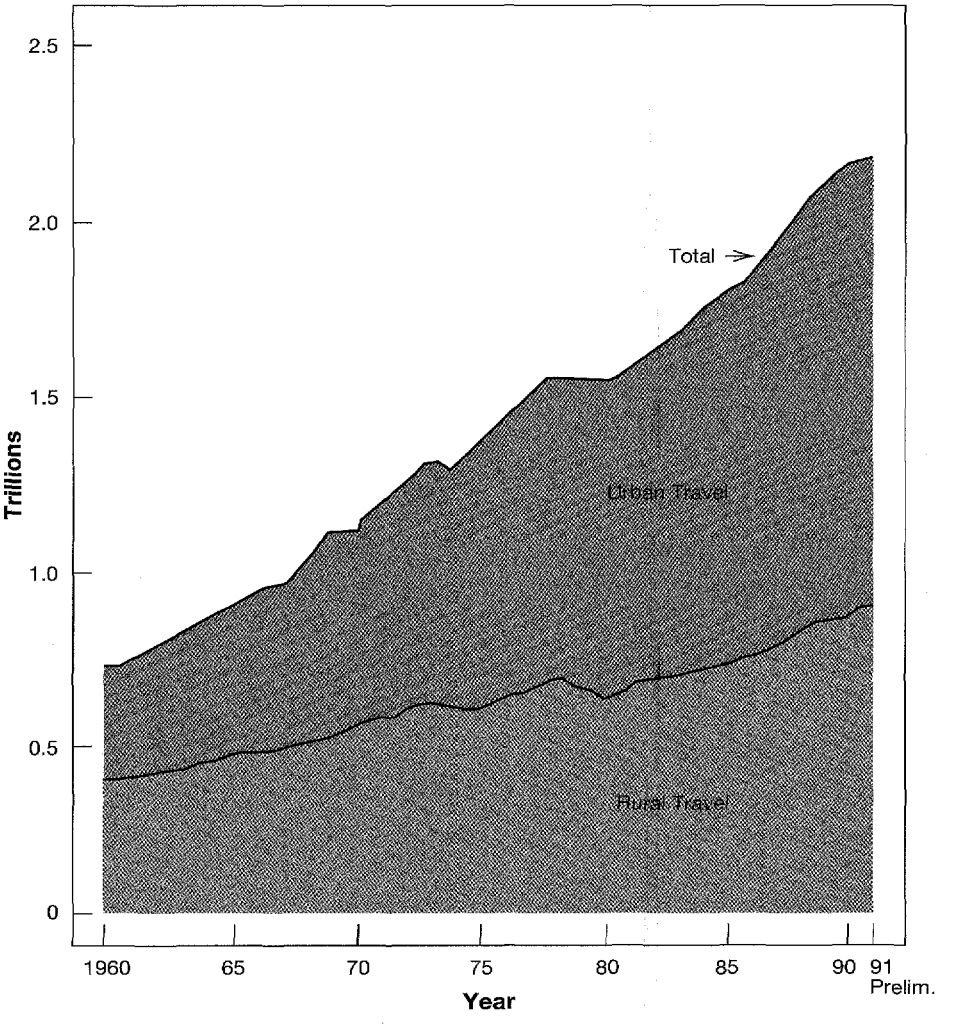
Indices for vehicle-miles of travel, highway fuel use, and average vehicle fuel economy (miles per gallon) have increased significantly through the last decade. Average fuel economy for all vehicles has increased from 12.0 miles per gallon (mpg) in 1970 to 16.3 in 1990, a 36 percent increase. This improved fuel efficiency made it possible to have a 94 percent increase in vehicle-miles of travel with only a 43 percent increase in fuel use.



Vehicle-Miles of Travel

Annual travel on the Nation's highways reached an estimated 2.2 trillion vehicle-miles in 1991, or about three times the level reported in 1960. Travel grew about 54 percent during the 1960's, another 38 percent in the 1970's, and another 41 percent in the 1980's. Annual travel on roads and streets in urban areas accounted for 1.3 trillion vehicle-miles in 1991 or 60 percent of total travel compared to 44 percent in 1960. Compared to the urban travel growth of 49 percent in the 1980's, rural travel grew at a level of 30 percent. Preliminary 1991 rural and urban data show little growth over 1990.

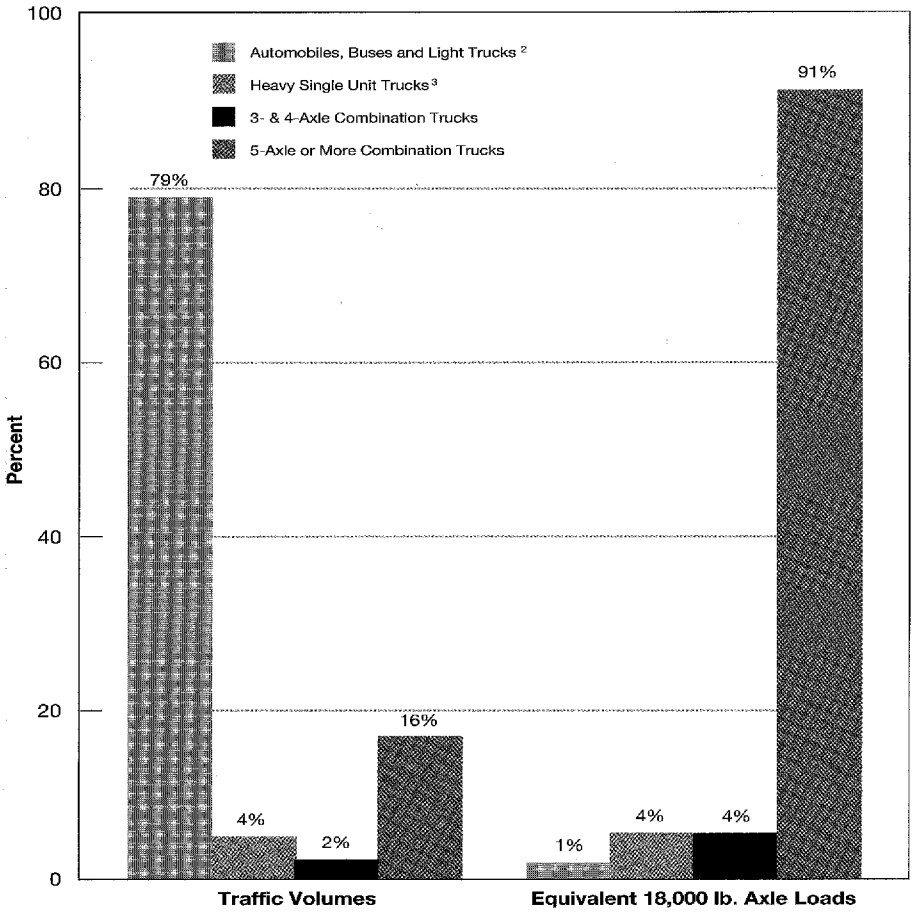
Annual Vehicle Miles



Rural Interstate Travel by Vehicle Type

On rural Interstate routes in 1990, combination trucks with 5 or more axles accounted for 16 percent of average daily traffic volumes but 91 percent of equivalent axle loads.[1] All other vehicles accounted for 84 percent of traffic volumes but only 9 percent of traffic loads. From 1980 to 1990, traffic volumes on rural Interstate routes increased by 33 percent and equivalent axle loads increased by 48 percent.

Distribution of Average Daily Traffic Volumes and Equivalent Axle Loads on the Rural Interstate System as a Percent of Total[1]
(by Vehicle Type)



Equivalent axle loads provide a means of measuring vehicle wear on pavements by relating them to an 18,000 pound single axle load.

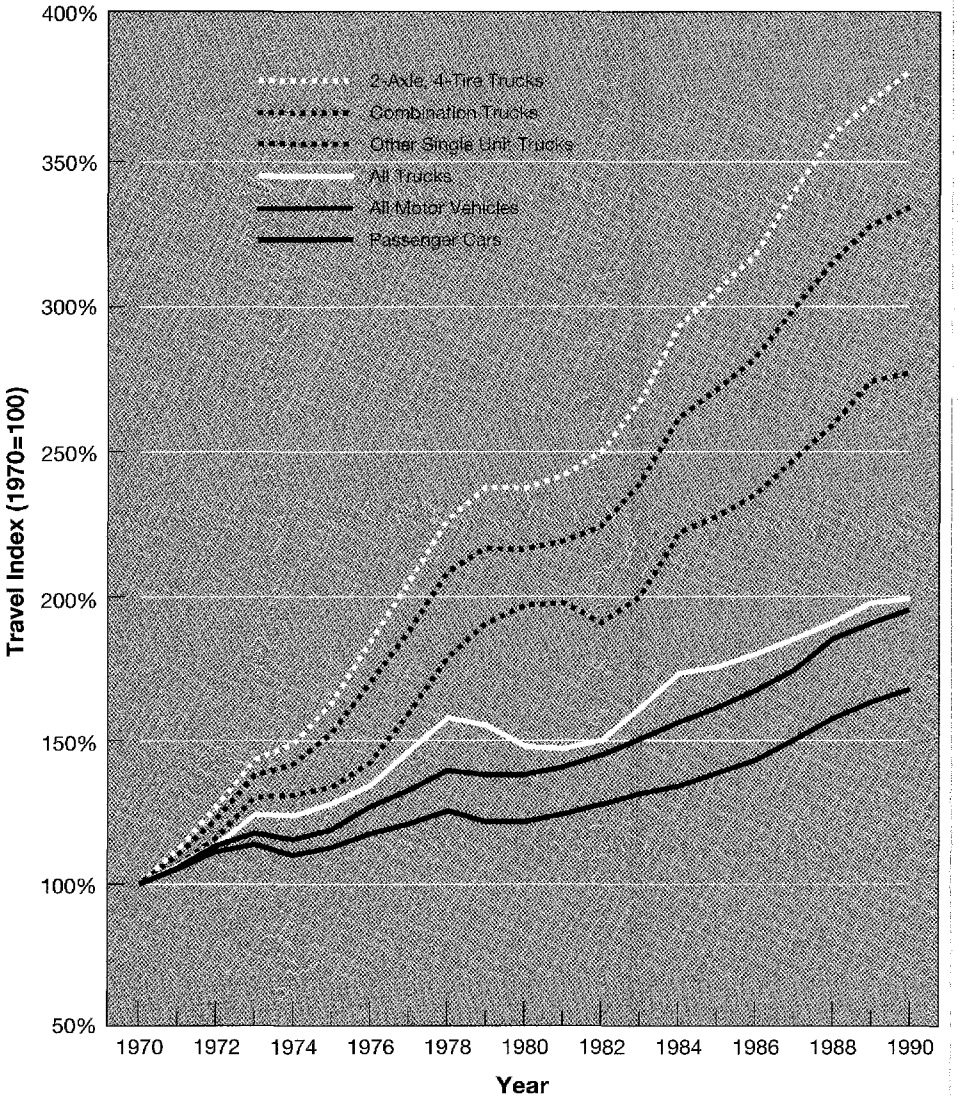
All 2-axle, 4-tire trucks. Includes pickup trucks, panel trucks, vans, and other vehicles (such as campers, motor homes, etc).

All vehicles on a single frame have either two axles and 6 tires or 3 or more axles (including camping and recreational vehicles and motor homes).

Source: *Highway Statistics 1990* (from data collected at truck weigh sites).

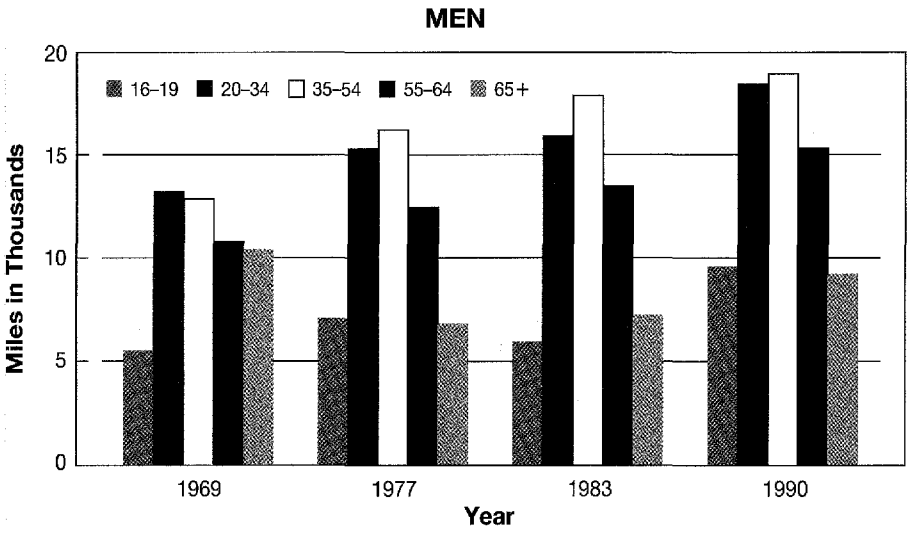
Travel by Vehicle Type

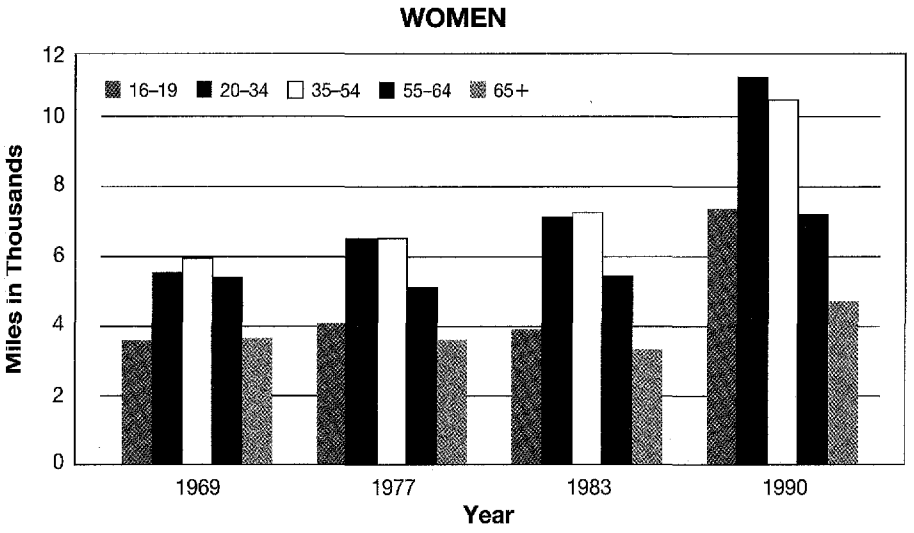
Travel by 2-axle, 4-tire trucks has increased over 275 percent compared to 1970 and now represents 21.7 percent of total annual vehicle-miles of travel versus 11.1 percent in 1970. Travel by combination trucks has increased almost 175 percent compared to 1970 and now accounts for 4.5 percent of total annual travel versus 3.2 percent in 1970. Although travel by passenger cars has increased 65.3 percent compared to 1970, the percentage of annual travel by passenger cars in relation to travel by all vehicles has decreased from 82.6 percent in 1970 to 70.6 percent in 1990.



Average Annual Miles Per Driver
by Sex and Age Groups

A significant increase in the average miles driven by men and women in all age groups was noted in the 1990 Nationwide Personal Transportation Survey compared to results for earlier surveys conducted in 1969, 1977, and 1983. This increase was particularly prominent in driving by women.

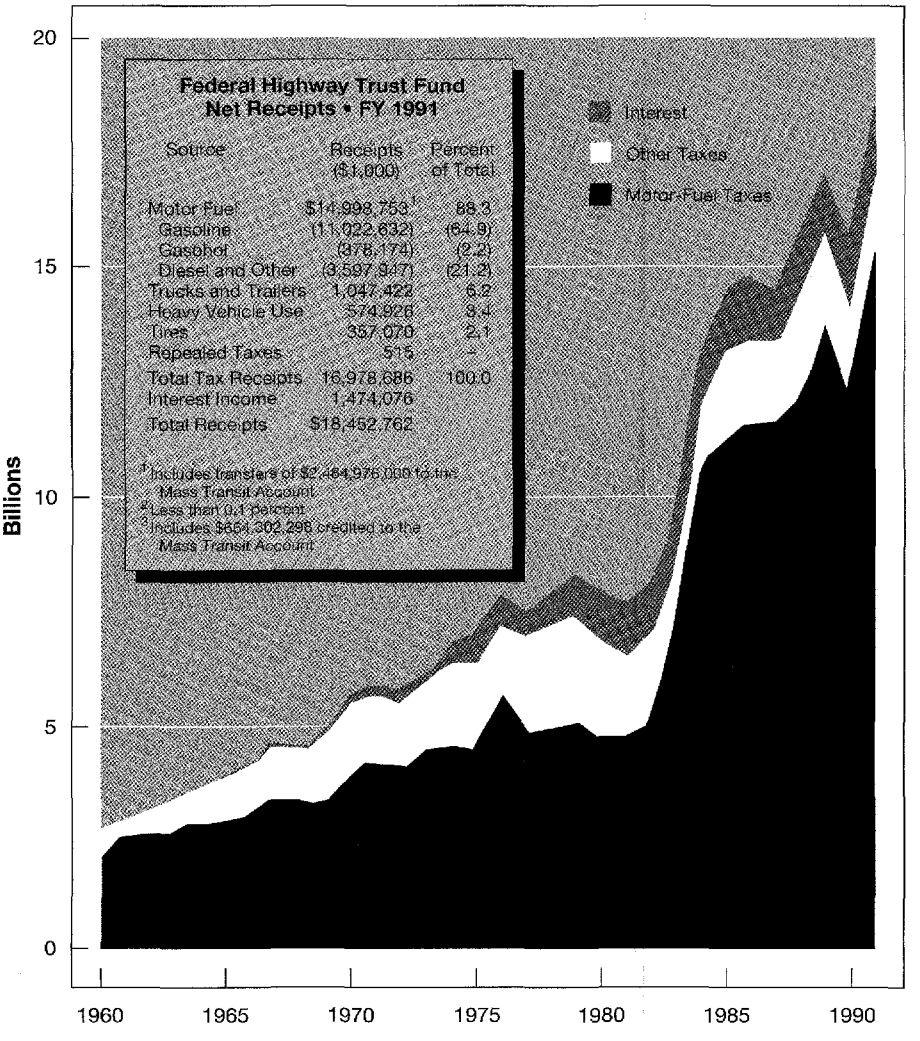




Source: Federal Highway Administration, *Nationwide Personal Transportation Surveys, 1969, 1977, 1983, and 1990.*

Federal Highway Trust Fund Receipts

Most receipts from the Federal taxation of motor fuel, along with a number of other highway-related taxes are deposited in the Federal Highway Trust Fund. The Trust Fund is made up of two accounts—highway and mass transit—and is dedicated for the funding of Federal surface transportation programs. In this way, taxes on highway users are used to fund highway facilities. The Trust Fund has provided a stable funding source for highway programs since it was established in 1956. Motor-fuel tax receipts accounted for $14.999 billion in Fiscal Year 1991, or 88.3 percent of all Trust Fund tax receipts. Other taxes accounted for $1.980 billion. The balance in the Trust Fund earned interest income of $1.474 billion.



Federal Highway Trust Fund Net Receipts • FY 1991

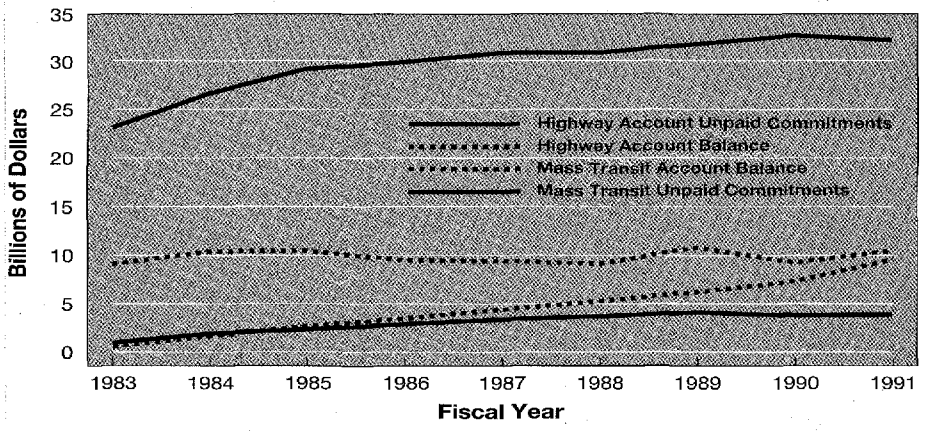
Source	Receipts ($1,000)	Percent of Total
Motor Fuel	$14,998,753[1]	88.3
Gasoline	(11,022,632)	(64.9)
Gasohol	(378,174)	(2.2)
Diesel and Other	(3,597,947)	(21.2)
Trucks and Trailers	1,047,422	6.2
Heavy Vehicle Use	574,926	3.4
Tires	357,070	2.1
Repealed Taxes	515	-
Total Tax Receipts	16,978,686	100.0
Interest Income	1,474,076	
Total Receipts	$18,452,762	

[1] Includes transfers of $2,464,976,000 to the Mass Transit Account.
[2] Less than 0.1 percent.
[3] Includes $654,302,296 credited to the Mass Transit Account.

Note: Includes Mass Transit Account.

Federal Highway Trust Fund Balance and Commitments

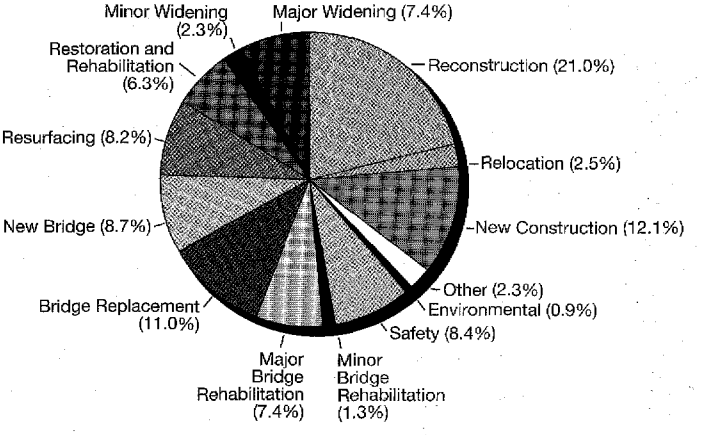
The balance in the Highway Trust Fund has grown from $9.581 billion at the end of fiscal year (FY) 1983 to $19.496 billion at the end of FY 1991. At the end of FY 1991, the Highway Account held a balance of $10.246 billion and had unpaid commitments of $32.145 billion. Funds for highway projects are committed when the project is initiated and are paid out as the project progresses. Because construction projects are long term in nature, the highway-user tax revenues can be committed to projects in advance of actual tax collection.



Note: The Highway Trust Fund was established July 1, 1956; the Mass Transit Account was established April 1, 1983.

Federal-Aid Highway Obligations by Type of Improvement—1989–1991

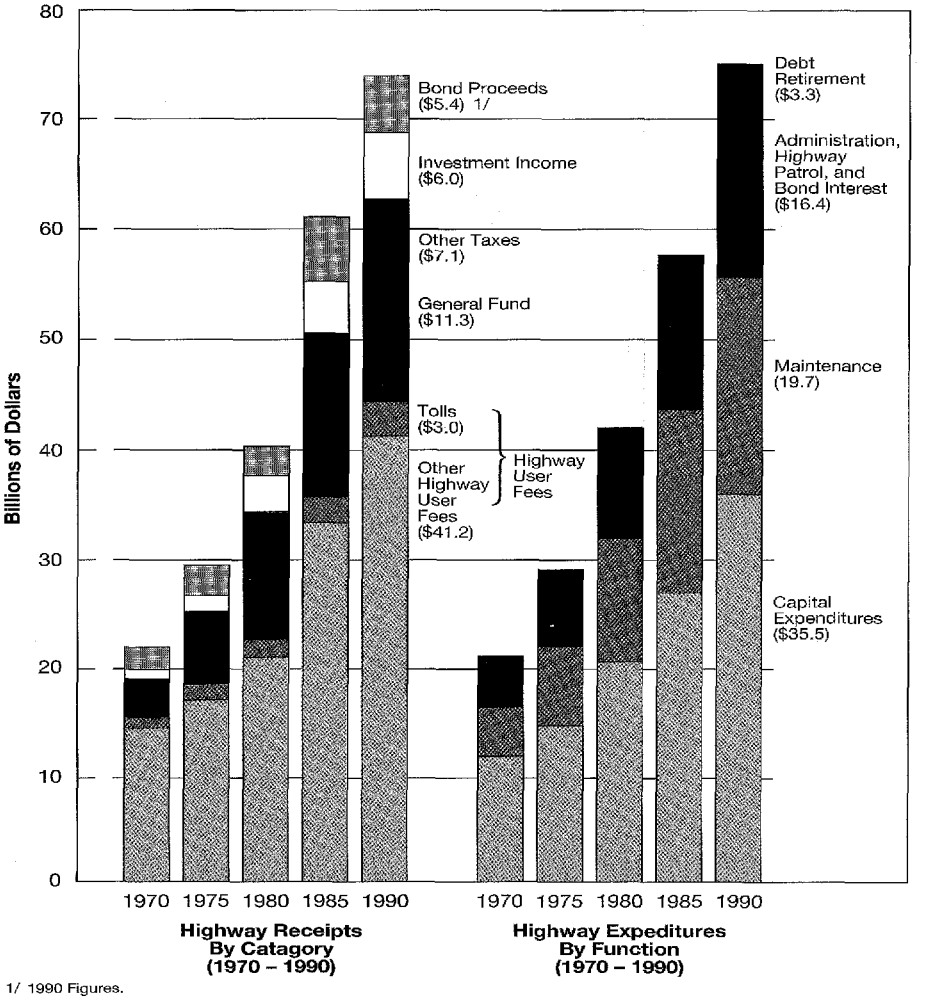
Obligations of Federal-aid highway funds totaled $43.4 billion for the 3-year period 1989 through 1991—an average of $14.5 billion per year. Reconstruction work represents the largest portion of obligations during this period.



Highway Receipts by Category **Highway Expenditures** by Function

Total receipts for highways by all units of government reached $63.9 billion in 1990—a 240 percent increase compared to 1970. Highway-user fees, which make up the largest share of receipts, account for 59.8 percent compared to 70.4 percent in 1970. General fund appropriations make up a growing share of highway receipts and now account for 15.3 percent of the total compared to 10.1 percent in 1970.

Capital expenditures currently account for 47.4 percent of highway expenditures compared to 55.6 percent in 1970; maintenance accounts for 26.3 percent compared to 22.7 percent in 1970. Expenditures for administration, highway patrol, and bond interest also account for an increasing share of total expenditures—21.8 percent in 1990 versus 15.8 percent in 1970.

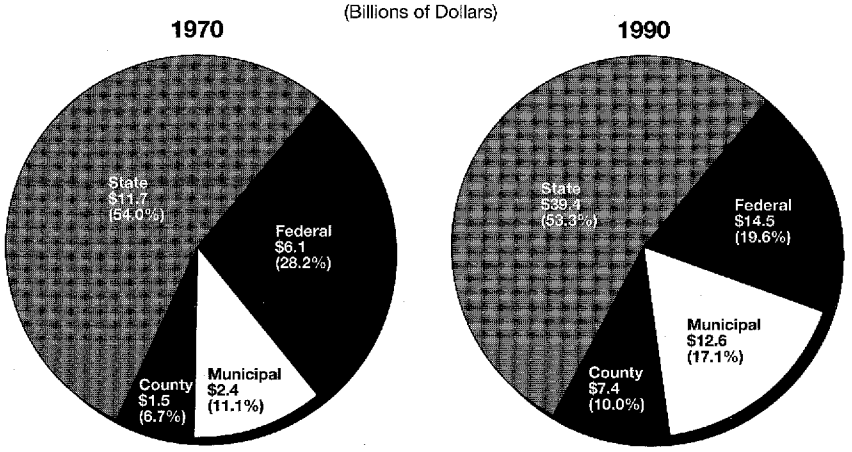


1/ 1990 Figures.

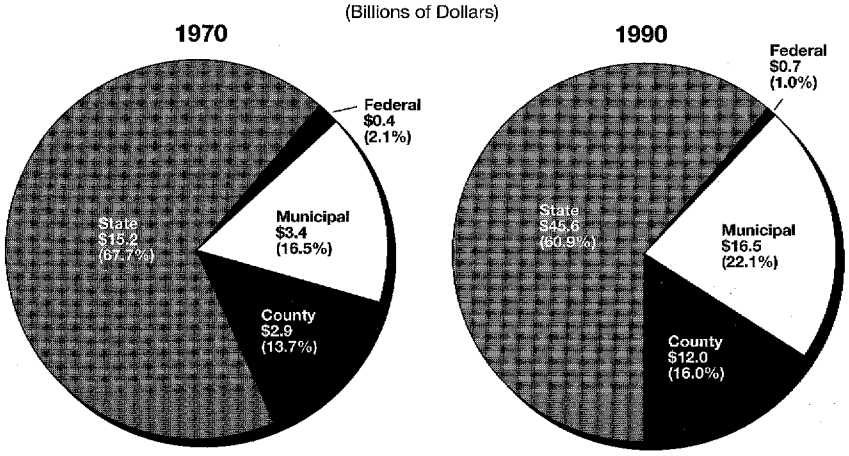
TOTAL HIGHWAY RECEIPTS AND EXPENDITURES
by Governmental Unit

State governments account for the largest shares of highway receipts and expenditures, but the shares attributed to local units of government have increased significantly since 1970. Municipalities and counties now account for 27.1 percent of total receipts and 38.1 percent of total expenditures compared to 17.8 percent and 30.2 percent, respectively, in 1970. Receipts collected by the Federal Government for highways have increased over 136 percent compared to 1970; however, the relative share of total receipts has decreased from 28.3 percent in 1970 to 19.6 percent in 1990.

Highway Receipts
(Billions of Dollars)



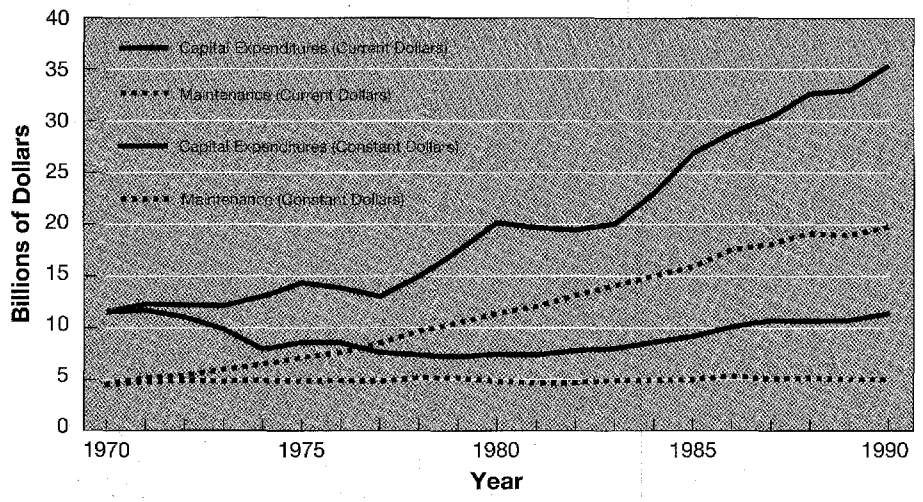
Highway Expenditures
(Billions of Dollars)



Note: Expenditures by the Federal Government only reflect direct expenditures by Federal agencies. Federal transfers are included with amounts shown for State and local governments.

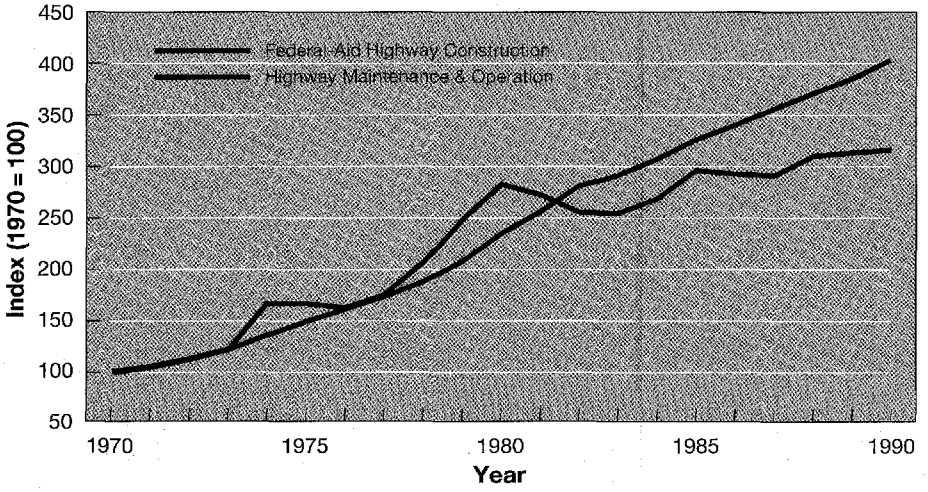
Highway Capital Expenditures and Maintenance Expenditures by All Units of Government[1]

Highway capital expenditures in 1990 increased 206 percent compared to 1970; however, due to inflation, capital expenditures in 1990 (expressed in constant 1970 dollars) were actually 1.7 percent below the 1970 level. Maintenance expenditures in 1990 increased 318 percent compared to 1970. Again, accounting for inflation, maintenance expenditures in 1990 were only 5.5 percent above the 1970 level.



[1] Capital Expenditures include construction, engineering, and right-of-way.

Highway Price Trends



Federal Highway–User Fees[1]

User Fee Type	Rate on January 1,1992
Motor Fuels[2]	
Gasoline	14.1 cents per gallon
Gasohol	
Made with Ethanol	8.7 cents per gallon
Made with Methanol	8.1 cents per gallon
Diesel Fuel	20.1 cents per gallon
Other special Fuels	14.1 cents per gallon
Tires	*0–40 pounds,* No Tax
	Over 40–70 pounds, 15 cents per pound in excess of 40 pounds
	Over 70–90 pounds, $4.50 plus 30 cents per pound in excess of 70 pounds
	Over 90 pounds, $10.50 plus 50 cents per pound in excess of 90 pounds
Truck and Trailer Sales	12 percent of retailer's sales price for trucks over 33,000 pounds gross vehicle weight (GVW) and trailers over 26,000 pounds GVW
Heavy Vehicle Use	Annual Tax:
	Trucks 55,000–75,000 pounds GVW, $100 plus $22 for each 1,000 pounds (or fraction thereof) in excess of 55,000 pounds
	Trucks over 75,000 pounds GVW, $550

See table FE–101 in "Highway Statistics 1990" for a more complete description of Federal Highway-User Fees.
Motor fuel tax rates shown include 0.1 cent per gallon dedicated to the leaking underground storage tank trust fund and 2.5 cents dedicated for reduction of the national debt.

Highway Trust Fund Authorizations[1]

For FY 1992, 1993, and 1994[2] (in Millions of Dollars)

Selected Programs	FY 1992	FY1993	FY1994
Interstate Construction[3]	$1,800	$1,800	$1,800
Interstate Maintenance[3]	2,431	2,913	2,914
Interstate Substitute (Highway)	240	240	240
National Highway System	3,003	3,639	3,599
Surface Transportation Program	3,418	4,096	4,096
Congestion Mitigation/Air Quality Improvement	858	1,028	1,028
Bridge Replacement and Rehabilitation	2,288	2,762	2,762
Federal Lands Highways	371	445	445
Equity Adjustments[4]	2,236	2,055	2,055
Scenic Byways	11	13	14
Emergency Relief	100	100	100
Highway Safety (FHWA and NHTSA)	178	201	201
Motor Carrier Programs	71	76	80
High Speed Ground Transportation	5	50	105
Intelligent Vehicle Highway Systems	94	113	113
Other Research Programs	21	25	30
Demonstration Projects	553	1,235	1,169
Other Programs, Projects, and Studies	129	111	152
Total	**17,806**	**20,903**	**20,902**

Authorized by the Intermodal Surface Transportation Efficiency Act of 1991 . Excludes authorizations for mass transportation programs and funds transferred to the National Recreational Trails Trust Fund.
Fiscal year starts October 1 and ends September 30.
Interstate funds are made available 1 year in advance of the year for which they are authorized.
Some of the equity adjustments were estimated. Actual amounts are determined annually.

STATE	*Total* Registered Vehicles	*Total* Licensed Drivers	*Highway* Motor Fuel Use (Thousands of Gallons)	*Total* Road and Street Mileage	*Annual* Vehicle-Miles of travel (Millions)
ALABAMA	3,744,491	2,752,590	2,624,410	90,672	42,347
ALASKA	477,325	314,300	319,675	13,485	3,979
ARIZONA	2,825,112	2,392,618	1,968,916	51,812	35,456
ARKANSAS	1,447,660	1,722,021	1,589,613	77,085	21,011
CALIFORNIA	21,925,878	19,845,906	14,660,663	163,574	258,926
COLORADO	3,155,371	2,043,003	1,715,927	77,680	27,178
CONNECTICUT	2,622,966	2,214,146	1,487,912	19,991	26,303
DELAWARE	526,089	484,801	385,744	5,444	6,548
DIST. OF COL.	251,931	412,312	198,331	1,102	3,407
FLORIDA	10,949,806	9,231,405	6,674,542	108,085	109,997
GEORGIA	5,489,144	4,478,260	4,323,011	109,601	72,746
HAWAII	771,478	677,626	386,683	4,099	8,066
IDAHO	1,053,538	704,184	593,134	62,435	9,649
ILLINOIS	7,873,189	7,294,732	5,401,318	135,944	83,334
INDIANA	4,365,760	3,601,354	3,293,707	91,908	53,697
IOWA	2,631,973	1,872,486	1,672,095	112,541	22,993
KANSAS	2,012,353	1,714,507	1,491,668	133,578	22,849
KENTUCKY	2,909,408	2,401,661	2,269,560	69,668	33,639
LOUISIANA	2,994,763	2,575,460	2,165,512	58,620	37,667
MAINE	976,610	887,042	689,243	22,589	11,871
MARYLAND	3,606,520	3,361,936	2,319,757	28,762	40,536
MASSACHUSETTS	3,725,798	4,229,311	2,606,120	34,076	46,130
MICHIGAN	7,209,217	6,440,390	4,678,582	117,449	81,081
MINNESOTA	3,507,937	2,528,941	2,200,420	129,397	38,946
MISSISSIPPI	1,875,445	1,884,544	1,524,671	72,520	24,398
MISSOURI	3,904,679	3,688,081	3,278,949	120,527	50,883
MONTANA	783,153	603,614	536,064	71,397	8,332
NEBRASKA	1,383,846	1,088,677	960,089	92,403	13,958
NEVADA	853,444	846,410	759,189	45,524	10,215
NEW HAMPSHIRE	945,743	843,470	545,268	14,836	9,844
NEW JERSEY	5,652,982	5,584,727	3,697,628	34,552	58,923
NEW MEXICO	1,301,261	1,073,816	999,775	54,736	16,148
NEW YORK	10,196,153	10,254,229	6,678,597	111,242	106,902
NORTH CAROLINA	5,162,005	4,550,644	3,838,565	94,690	62,707
NORTH DAKOTA	629,839	424,898	403,229	86,517	5,910
OHIO	8,410,466	7,427,409	5,589,810	113,600	86,972
OKLAHOMA	2,649,051	2,277,540	1,998,217	111,766	33,081
OREGON	2,445,487	2,211,551	1,654,642	94,969	26,738
PENNSYLVANIA	7,971,470	7,899,052	5,436,631	116,508	85,708
RHODE ISLAND	671,807	670,651	401,575	6,111	7,024
SOUTH CAROLINA	2,519,737	2,372,825	2,189,277	64,046	34,375
SOUTH DAKOTA	703,786	492,378	459,089	74,696	6,989
TENNESSEE	4,414,108	3,354,425	3,026,595	84,639	48,710
TEXAS	12,799,815	11,136,694	9,878,988	305,951	162,232
UTAH	1,205,517	1,046,106	880,258	43,214	14,646
VERMONT	461,796	411,920	321,099	14,121	5,838
VIRGINIA	4,936,062	4,388,805	3,485,203	67,700	60,178
WASHINGTON	4,256,866	3,376,671	2,593,986	81,299	44,695
WEST VIRGINIA	1,224,947	1,283,709	1,006,325	34,592	15,418
WISCONSIN	3,671,859	3,327,872	2,453,244	109,876	44,277
WYOMING	528,421	333,546	459,014	39,213	5,833
U.S. TOTAL	**188,655,462**	**167,015,250**	**130,765,720**	**3,880,151**	**2,147,501**

Notes: All units of government,1990 data.

Total Highway Fatalities	Fatalities per 100 Million VMT	Total Highway Capital Outlay (Thousands)	Total Disbursements for Highways (Thousands)	Payments into the Federal HTF (Thousands)	Apportionments from the HTF [1] (Thousands)
1,118	2.64	$ 473,650	$ 865,767	$ 260,500	$ 240,784
95	2.39	144,502	335,606	27,898	166,582
869	2.45	882,362	1,525,437	196,782	177,394
604	2.87	224,787	455,772	176,034	151,472
5,189	2.00	1,982,044	4,294,429	1,360,924	1,495,287
544	2.00	409,155	713,865	145,902	246,224
384	1.46	814,125	1,208,703	142,615	353,601
138	2.11	145,255	315,398	36,440	52,521
48	1.41	100,390	273,434	17,888	98,596
2,892	2.63	946,156	1,677,330	611,826	368,877
1,562	2.15	765,635	1,277,847	441,565	400,094
177	2.19	201,420	297,429	31,816	235,364
244	2.48	154,568	300,372	54,594	78,859
1,589	1.91	1,380,825	2,644,884	513,839	526,383
1,050	1.96	541,817	1,217,722	322,639	272,493
465	2.02	327,345	868,534	155,853	202,155
444	1.94	824,191	697,040	153,751	146,279
846	2.51	463,726	1,007,942	226,492	186,771
956	2.54	565,656	922,501	220,580	214,592
213	1.79	155,140	332,059	69,779	69,881
682	1.68	726,800	1,464,386	227,472	438,072
605	1.31	406,246	1,054,901	240,693	898,092
1,560	1.99	490,658	1,526,180	403,760	322,341
566	1.45	607,796	1,228,208	208,872	196,329
746	3.06	326,626	526,700	159,116	159,865
1,097	2.16	382,848	937,395	331,821	290,010
212	2.54	200,334	302,475	56,991	120,248
262	1.88	234,384	448,875	87,239	115,657
349	3.36	165,652	308,635	71,731	81,651
158	1.61	85,140	298,592	50,826	59,244
886	1.50	748,913	1,830,642	340,397	441,865
499	3.09	238,290	408,632	95,485	111,989
2,212	2.07	1,528,500	2,674,490	562,186	751,202
1,385	2.21	718,536	1,428,480	373,637	245,256
112	1.90	91,375	189,401	42,405	77,207
1,636	1.88	771,573	2,270,849	533,373	505,953
640	1.93	401,414	526,678	204,144	196,022
579	2.17	314,429	765,097	166,945	142,408
1,646	1.92	1,266,169	2,884,609	539,602	541,506
84	1.20	146,219	213,775	38,586	124,699
979	2.65	301,097	585,282	212,662	206,838
153	2.19	143,791	232,305	44,434	81,942
1,176	2.52	597,856	1,173,569	295,739	268,619
3,241	2.00	1,797,511	3,000,955	915,875	863,043
272	1.86	196,088	354,688	89,039	99,606
88	1.51	71,800	164,983	30,156	63,314
1,077	1.79	939,708	1,873,879	331,356	297,291
825	1.85	497,771	1,250,820	241,309	292,580
461	3.12	200,227	650,000	99,179	139,189
769	1.74	460,968	976,591	241,548	218,754
125	2.14	195,838	296,606	60,079	94,329
44,529	**2.07**	**$26,254,131**	**$53,580,046**	**$12,472,077**	**$14,144,258**

[1] Includes allocations.

1990 Relationships— Population, Drivers, Vehicles, Fuel, and Travel[1]

STATE	Resident Population (Thousands)	Driving-Age Population (Thousands)	Licensed Drivers per Driving-Age Population	Registered Motor Vehicles per 1,000 Population	Licensed Drivers per Motor Vehicle
ALABAMA	4,041	3,061	833	927	0.74
ALASKA	550	392	801	868	0.66
ARIZONA	3,665	2,754	869	771	0.85
ARKANSAS	2,351	1,789	962	616	1.19
CALIFORNIA	29,760	22,611	878	737	0.91
COLORADO	3,294	2,522	810	958	0.65
CONNECTICUT	3,287	2,602	851	798	0.84
DELAWARE	666	517	938	790	0.92
DIST. OF COL.	606	480	850	432	1.57
FLORIDA	12,938	10,326	894	846	0.84
GEORGIA	6,478	4,874	919	847	0.82
HAWAII	1,108	850	797	696	0.88
IDAHO	1,007	737	966	1,046	0.67
ILLINOIS	11,431	8,828	826	689	0.93
INDIANA	5,544	4,263	845	787	0.82
IOWA	2,777	2,160	867	948	0.71
KANSAS	2,476	1,883	906	812	0.89
KENTUCKY	3,685	2,842	845	790	0.83
LOUISIANA	4,220	3,119	826	710	0.86
MAINE	1,228	958	926	795	0.91
MARYLAND	4,781	3,726	902	764	0.93
MASSACHUSETTS	6,016	4,808	880	619	1.14
MICHIGAN	9,295	7,125	904	776	0.89
MINNESOTA	4,375	3,356	754	802	0.72
MISSISSIPPI	2,573	1,903	990	729	1.00
MISSOURI	5,117	3,965	930	763	0.94
MONTANA	800	605	997	979	0.77
NEBRASKA	1,578	1,207	902	877	0.79
NEVADA	1,202	930	910	710	0.99
NEW HAMPSHIRE	1,109	860	981	853	0.89
NEW JERSEY	7,730	6,197	914	731	0.99
NEW MEXICO	1,515	1,110	967	859	0.83
NEW YORK	17,990	14,102	727	567	1.01
NORTH CAROLINA	6,629	5,167	881	779	0.88
NORTH DAKOTA	639	483	879	956	0.67
OHIO	10,847	8,361	888	775	0.88
OKLAHOMA	3,146	2,404	947	842	0.88
OREGON	2,842	2,214	999	860	0.90
PENNSYLVANIA	11,882	9,106	940	671	0.99
RHODE ISLAND	1,003	797	841	670	1.00
SOUTH CAROLINA	3,487	2,648	896	723	0.94
SOUTH DAKOTA	696	525	938	1,011	0.70
TENNESSEE	4,877	3,783	891	911	0.76
TEXAS	16,987	12,542	888	754	0.87
UTAH	1,723	1,142	916	700	0.87
VERMONT	563	438	941	820	0.89
VIRGINIA	6,187	4,552	905	798	0.89
WASHINGTON	4,867	3,751	900	875	0.79
WEST VIRGINIA	1,793	1,402	916	683	1.05
WISCONSIN	4,892	3,764	884	751	0.91
WYOMING	454	336	951	1,164	0.63
U.S. TOTAL	**248,709**	**191,412**	**873**	**759**	**0.89**

[1] Vehicle relationships exclude motorcycles.

Persons per Registered Motor Vehicle	Gallons of Fuel per Vehicle	Miles per Gallon	Annual Miles per Vehicle	Vehicle Miles per Capita	Vehicle Miles per Licensed Driver
1.08	706	16.01	11,309	10,479	15,384
1.15	540	15.43	8,336	7,235	12,660
1.30	729	17.23	12,559	9,674	14,619
1.62	1,131	12.83	14,514	8,937	12,201
1.36	689	17.14	11,809	8,700	13,047
1.04	526	16.39	8,613	8,251	13,303
1.25	689	17.04	10,028	8,002	11,880
1.27	772	16.11	12,447	9,832	13,507
2.31	666	19.52	13,007	5,622	8,263
1.18	633	15.88	10,046	8,502	11,916
1.16	804	16.49	13,254	11,230	16,244
1.44	513	20.37	10,455	7,280	11,903
0.96	557	16.80	9,349	9,781	13,956
1.45	741	14.28	10,585	7,290	11,424
1.27	768	16.02	12,300	9,686	14,910
1.06	642	13.61	8,736	8,280	12,279
1.23	774	14.67	11,354	9,221	13,327
1.27	808	14.31	11,562	9,129	14,007
1.41	766	16.42	12,578	8,926	14,625
1.26	753	16.13	12,155	9,667	13,383
1.33	675	16.64	11,240	8,479	12,057
1.61	744	16.65	12,381	7,668	10,907
1.29	658	17.10	11,248	8,724	12,691
1.25	664	16.73	11,102	8,902	15,400
1.37	834	15.60	13,009	9,482	12,946
1.31	851	15.30	13,031	9,944	13,797
1.02	692	15.38	10,639	10,415	13,804
1.14	722	13.97	10,086	8,845	12,821
1.41	879	13.61	11,969	8,498	12,089
1.17	609	17.10	10,409	8,876	11,671
1.37	695	15.00	10,424	7,623	10,591
1.16	776	15.98	12,410	10,659	15,038
1.76	599	17.21	10,485	5,942	10,426
1.28	750	16.19	12,148	9,459	13,780
1.01	666	14.08	9,383	9,249	13,909
1.29	686	15.07	10,341	8,018	11,710
1.19	753	16.66	12,488	10,515	14,525
1.16	571	19.13	10,934	9,408	12,090
1.49	689	15.59	10,752	7,213	10,630
1.49	641	16.32	10,455	7,003	10,473
1.38	863	15.81	13,643	9,856	14,487
0.99	645	15.40	9,931	10,042	14,194
1.10	705	14.94	10,511	9,578	14,008
1.33	769	16.48	12,675	9,550	14,567
1.43	732	16.60	12,149	8,500	14,000
1.22	710	17.80	12,642	10,369	14,173
1.25	715	17.05	12,187	9,727	13,712
1.14	615	17.08	10,500	9,183	13,236
1.16	825	15.25	12,587	8,599	12,011
1.33	685	17.61	12,058	9,051	13,305
0.86	900	12.27	11,039	12,878	17,188
1.32	**706**	**16.13**	**11,383**	**8,635**	**12,858**

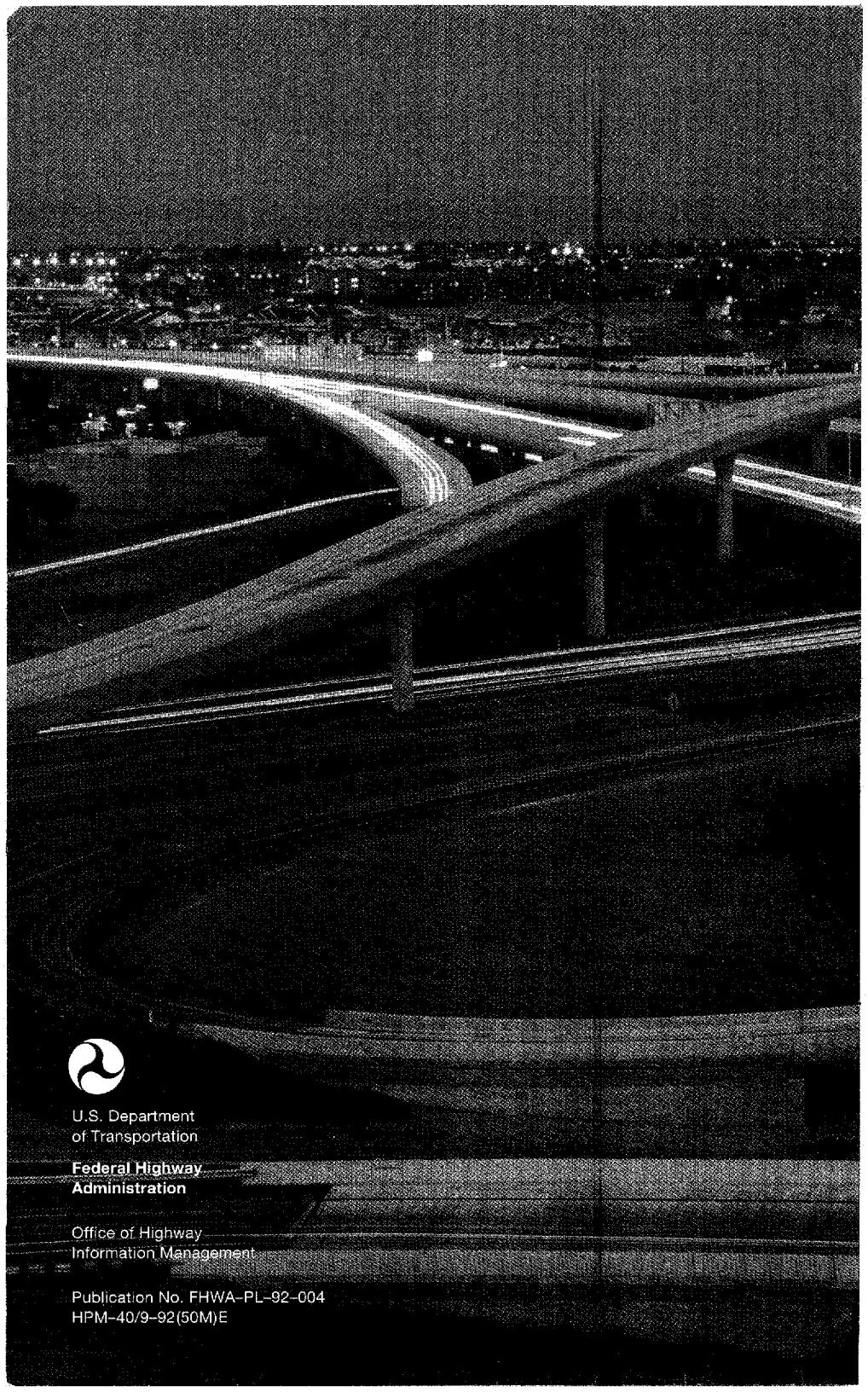
Areas with Population Above 500,000

Urbanized Area	Location		Estimated Urbanized Population (1,000)	Federal-Aid Urbanized Land Area (Sq. Miles)	Persons per Square Mile	Total Highway Mileage
	Prime State	Other State				
NEW YORK–NORTHEASTERN NJ	NY	NJ	15,780	3,186	4,952	35,276
LOS ANG.–LNG BCH–POM.–ONT	CA		11,428	2,100	5,441	25,073
CHICAGO–NORTHWESTERN IN	IL	IN	7,393	1,958	3,729	19,309
PHILADELPHIA	PA	NJ	4,216	1,240	3,400	10,815
DETROIT	MI		3,905	1,243	3,141	12,606
SAN FRANCISCO–OAKLAND	CA		3,676	816	4,504	9,008
WASHINGTON	DC	MD, VA	3,240	926	3,498	8,556
DALLAS–FORT WORTH	TX		3,030	1,404	2,158	18,946
BOSTON	MA		2,808	1,033	2,713	9,323
HOUSTON	TX		2,798	1,549	1,806	17,001
SAN DIEGO	CA		2,294	680	3,373	5,698
MINNEAPOLIS–ST. PAUL	MN		2,055	996	2,063	8,951
BALTIMORE	MD		1,991	765	2,602	5,948
ST. LOUIS	MO	IL	1,950	694	2,809	7,164
PHOENIX	AZ		1,920	971	1,977	9,396
ATLANTA	GA		1,860	1,198	1,552	9,691
MIAMI	FL		1,800	442	4,072	5,602
CLEVELAND	OH		1,752	629	2,785	5,536
SEATTLE–EVERETT	WA		1,730	645	2,682	6,472
PITTSBURGH	PA		1,708	1,033	1,653	7,565
DENVER	CO		1,540	433	3,556	5,930
SAN JOSE	CA		1,410	326	4,325	3,714
KANSAS CITY	MO	KS	1,281	608	2,106	6,207
MILWAUKEE	WI		1,220	550	2,218	4,788
FORT LAUDERDALE–HOLLYWOOD	FL		1,200	368	3,260	4,208
PORTLAND	OR	WA	1,196	416	2,875	4,514
SAN BERNARDINO–RIVERSIDE	CA		1,169	480	2,435	3,750
SAN ANTONIO	TX		1,165	442	2,635	6,730
CINCINNATI	OH	KY	1,136	564	2,014	3,787
SACRAMENTO	CA		1,096	340	3,223	3,495
NEW ORLEANS	LA		1,080	361	2,991	2,982
BUFFALO	NY		1,064	405	2,627	3,585
ST. PETERSBURG	FL		1,020	554	1,841	4,241
NORFOLK–PORTSMOUTH	VA		927	809	1,145	3,460
MEMPHIS	TN	AR, MS	917	400	2,292	3,107
PROVIDENCE–PAWTUCKET–WARWICK	RI	MA	880	536	1,641	4,336
INDIANAPOLIS	IN		863	422	2,045	3,807
ORLANDO	FL		850	397	2,141	3,005
COLUMBUS	OH		834	305	2,734	3,196
SALT LAKE CITY	UT		800	360	2,222	2,840
LOUISVILLE	KY	IN	784	359	2,183	2,686
JACKSONVILLE	FL		760	536	1,417	3,665
WEST PALM BEACH	FL		740	317	2,334	2,592
TAMPA	FL		700	392	1,785	3,243
BIRMINGHAM	AL		683	518	1,318	4,255
HONOLULU	HI		651	135	4,822	874
NASHVILLE–DAVIDSON	TN		635	271	1,348	2,774
ROCHESTER	NY		617	311	1,983	2,411
DAYTON	OH		595	248	2,399	2,632
HARTFORD	CT		595	357	1,666	2,395
RICHMOND	VA		562	261	2,000	2,341
SPRINGFIELD–CHICOPEE–HOLYOKE	MA	CT	555	339	1,637	2,522
AUSTIN	TX		543	121	4,487	2,571
OMAHA	NE	IA	538	213	2,525	2,312
EL PASO	TX		536	186	2,897	2,654
AKRON	OH		516	216	2,388	2,627
TACOMA	WA		515	251	2,051	2,239

*Annual average daily traffic.

Source: All data, except rail, reported by States through the Highway Performance Monitoring Study. Numbers may differ from subsequently published 1990 Census data. Rail data obtained from Federal Transit Administration and is the sum of Rail Rapid and Commuter Rail data.

Total Freeway/ Expressway Mileage	Total Daily Highway Vehicle-Miles (1,000)	Total Daily Freeway Vehicle-Miles (1,000)	Daily Rail Passenger Miles (1,000)	Daily Vehicle-Miles per Capita	Average AADT* Total	% of Travel Served by Freeways	Average AADT on Freeways
1,043	225,010	82,918	61,663	14.2	6,379	36.8%	79,499
595	250,673	110,345		21.9	9,998	44.0%	185,453
432	123,771	38,032	6,482	16.9	6,394	30.8%	88,037
297	65,759	18,325	2,368	15.5	6,080	27.8%	61,700
281	78,223	26,645		20.0	6,206	34.0%	94,882
337	76,950	40,597	2,774	20.9	8,542	52.7%	120,465
288	64,323	25,538	2,724	19.8	7,518	39.6%	88,658
437	80,200	35,812		26.4	4,233	44.6%	81,949
257	51,338	21,607	2,541	16.3	5,507	42.0%	84,073
315	71,613	29,255		25.5	4,212	40.8%	92,873
230	51,606	27,688	361	22.4	9,037	53.6%	120,382
294	43,185	17,790		21.0	4,825	41.1%	60,510
257	36,574	15,707	189	18.2	6,115	43.4%	66,654
266	45,288	18,415		23.2	6,322	40.6%	69,229
98	39,654	7,855		20.6	4,220	9.8%	60,153
268	64,831	24,261	986	34.8	6,690	37.4%	90,526
111	33,526	9,992	301	18.6	5,985	29.8%	90,018
226	32,289	13,696	251	18.4	5,833	42.4%	60,601
170	40,840	16,117	7	23.6	6,310	39.4%	94,805
204	32,466	7,196	178	19.0	4,292	22.1%	35,274
177	27,150	11,268		17.6	4,628	41.5%	63,661
165	32,445	15,781	21	23.0	8,736	48.6%	95,642
319	27,468	12,855		21.4	4,425	46.7%	39,357
106	28,659	7,688		23.4	5,986	26.8%	72,528
103	24,290	6,082	88	20.2	5,774	25.0%	59,048
128	22,416	8,879	113	18.7	4,966	39.6%	69,367
121	25,049	12,578		21.4	6,680	50.2%	103,950
162	25,317	9,279		21.7	3,762	36.6%	57,277
160	23,612	11,356		20.7	6,235	48.0%	70,975
97	23,619	9,266		21.5	6,758	39.2%	95,525
61	16,728	3,778	50	15.4	5,606	22.5%	61,934
148	17,003	5,125		15.9	4,743	30.1%	34,628
43	17,982	1,500		17.6	4,240	8.3%	34,883
96	20,273	5,906		21.8	5,826	29.1%	61,520
72	18,131	4,843		17.5	5,192	26.9%	60,319
115	17,358	5,115		19.7	4,003	29.4%	44,478
142	21,074	8,955		24.4	5,536	42.4%	63,063
70	17,730	3,863		20.8	5,900	21.7%	55,185
140	17,516	9,138		21.0	5,481	52.1%	65,271
91	15,169	5,333		18.9	5,341	35.1%	58,604
129	17,574	6,194		22.5	6,380	35.0%	48,015
98	17,785	5,378		23.4	4,853	30.2%	54,877
58	14,741	5,299		19.9	5,687	35.9%	91,362
60	15,728	3,812		22.4	4,850	24.2%	63,533
115	17,071	6,886		24.9	4,012	34.4%	51,182
65	10,968	5,225		16.8	12,549	47.6%	80,384
96	15,607	6,063		24.5	5,626	38.8%	63,156
94	12,610	4,355		20.4	5,230	34.5%	46,329
80	12,286	4,221		20.6	4,672	34.3%	52,782
101	13,898	6,225	1	23.3	5,803	44.7%	61,633
93	14,081	4,772		25.0	6,015	33.8%	51,311
80	10,919	3,396		19.6	4,330	31.1%	42,450
71	11,995	4,893		22.0	4,665	40.7%	68,915
47	9,059	2,039		16.8	3,918	22.5%	43,382
48	9,456	2,813		17.6	5,563	29.7%	58,604
87	10,830	4,147		20.9	4,123	38.2%	47,666
55	10,771	4,241		22.8	5,257	39.0%	77,109



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