



DEPARTMENT OF TRANSPORTATION

NEWS

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STATEMENT BY UNITED STATES SECRETARY OF TRANSPORTATION JOHN A. VOLPE
OCTOBER 26, 1972

Last spring, the President and the Department of Transportation submitted to the Congress legislation which would not only continue and improve our highway program, but also promote balanced transportation and help meet our pressing urban transportation needs. Our Nation's highways are the backbone of our transportation system. They enable many Americans to enjoy a quality of life not available elsewhere in the world. As an industry, the highway program employs many thousands of Americans. This is why I am particularly disappointed that legislation which would permit the Federal-Aid Highway program to continue was not enacted before the 92nd Congress adjourned.

Clearly, it is not in the national interest for the existing highway program to be disrupted by an interruption in its authorizing legislation. The effect of such an interruption should be minimized while the Congress considers new legislation which will meet all our transportation goals. For this reason, I have sought from President Nixon the authority to ensure that the federally-assisted portion of our Nation's highway program can continue while Congress considers how it can best be responsive to the transportation needs of all our citizens.

I am, therefore, directing the Federal Highway Administrator to work with all States where the lack of highway legislation impacts on their highway program. The Department of Transportation is prepared to do the following:

1. Where necessary, to release States from the categorical restrictions now placed on the obligation of Federal-aid highway funds so that maximum use can be made of their available unused authorizations;

2. Permit States to utilize existing authority to undertake Interstate projects for which they can be reimbursed when a new highway law is enacted.

It will be necessary for the 93rd Congress, however, to come to grips early with the Federal-aid highway program and enact legislation which will not only keep the highway program moving but will afford our State and local officials the funding flexibility they require to meet their particular transportation needs.

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STATEMENT BY ACTING FEDERAL HIGHWAY ADMINISTRATOR RALPH R. BARTELSMEYER

With the increased flexibility announced by Secretary Volpe, most States will have the necessary authorized funds to carry out the highway program at its current obligation level if the Congress acts expeditiously. I remain confident that the goal of obligating \$4.4 billion for Federal-aid highways will be met in the current fiscal year.

With the actions we are prepared to take to relieve categorical restrictions the States will have available to obligate the amounts shown in the attached table in the period which began on October 1.

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Federal-aid Highway Program Status
Funds Available For Obligation Within Existing Apportionments
(As of September 30, 1972)

Alabama	\$61.7 million	Nebraska	\$19.9 million
Alaska	29.2 million	Nevada	21. million
Arizona	41.7 million	New Hampshire	15.7 million
Arkansas	14.9 million	New Jersey	76.3 million
California	144.8 million	New Mexico	26.7 million
Colorado	48.6 million	New York	184.7 million
Connecticut	88.8 million	North Carolina	65.5 million
Delaware	4.9 million	North Dakota	12.2 million
Florida	79.7 million	Ohio	128.4 million
Georgia	42.5 million	Oklahoma	25.5 million
Hawaii	31.9 million	Oregon	69.4 million
Idaho	19.6 million	Pennsylvania	104.3 million
Illinois	178.7 million	Rhode Island	35.9 million
Indiana	41.7 million	South Carolina	22.1 million
Iowa	54.4 million	South Dakota	16.9 million
Kansas	27.5 million	Tennessee	42.2 million
Kentucky	26.1 million	Texas	88.5 million
Louisiana	75.5 million	Utah	41.4 million
Maine	18 million	Vermont	15.4 million
Maryland	98 million	Virginia	14.9 million
Massachusetts	118.8 million	Washington	96.1 million
Michigan	115.1 million	West Virginia	87.5 million
Minnesota	54.3 million	Wisconsin	40.9 million
Mississippi	22.5 million	Wyoming	22.1 million
Missouri	56.1 million	Dist. of Col.	59.3 million
Montana	25 million	Puerto Rico	10.9 million

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FY 1973 Federal-aid Highway Program Status
(Thousands of Dollars)

STATE	Obligation Authority as of Oct. 1, 1972	Available Apportion- ments as of Oct. 1, 1972	1974 Interstate Funds Currently Authorized (but not apportioned) 1/
ALABAMA	61,672	90,693	81,301
ALASKA	29,226	38,751	--
ARIZONA	41,679	75,777	79,968
ARKANSAS	20,478	14,875	29,831
CALIFORNIA	244,522	144,780	255,937
COLORADO	48,566	61,258	81,575
CONNECTICUT	88,824	184,187	114,190
DELAWARE	4,882	9,589	6,233
FLORIDA	86,291	79,671	124,186
GEORGIA	42,531	82,565	97,882
HAWAII	31,868	115,491	40,729
IDAHO	19,570	22,558	17,601
ILLINOIS	178,721	377,758	193,883
INDIANA	41,697	43,987	47,589
IOWA	54,392	86,248	41,944
KANSAS	27,487	34,256	47,550
KENTUCKY	56,484	26,146	58,055
LOUISIANA	75,519	99,521	119,325
MAINE	17,997	22,930	20,737
MARYLAND	97,963	337,203	150,606
MASSACHUSETTS	118,709	303,776	122,343
MICHIGAN	120,280	115,065	140,610
MINNESOTA	54,291	83,453	91,493
MISSISSIPPI	22,467	29,456	35,202
MISSOURI	64,820	56,140	75,421
MONTANA	25,043	73,624	40,454
NEBRASKA	19,948	37,756	5,919
NEVADA	20,977	23,104	19,326
NEW HAMPSHIRE	15,743	23,428	17,326
NEW JERSEY	76,286	185,168	110,975
NEW MEXICO	26,678	28,229	36,495
NEW YORK	184,745	571,422	151,234
NORTH CAROLINA	65,506	90,671	71,854
NORTH DAKOTA	12,191	19,640	6,233

OHIO	128,414	221,722	120,854
OKLAHOMA	25,533	26,381	28,577
OREGON	69,382	87,975	99,764
PENNSYLVANIA	104,303	298,888	193,373
RHODE ISLAND	35,915	69,595	35,202
SOUTH CAROLINA	22,060	28,331	32,379
SOUTH DAKOTA	16,865	21,359	14,190
TENNESSEE	46,792	42,161	54,606
TEXAS	138,939	88,523	180,124
UTAH	41,387	57,733	45,942
VERMONT	15,419	20,299	14,974
VIRGINIA	98,531	14,887	170,833
WASHINGTON	96,062	105,502	141,120
WEST VIRGINIA	87,474	91,843	90,552
WISCONSIN	40,910	55,942	45,903
WYOMING	22,099	39,685	22,266
DIST. OF COL.	59,326	290,101	95,334
PUERTO RICO	10,899	18,599	-
TOTAL	3,158,363	5,168,702	3,920,000

FOOTNOTES

1/ Approximate apportionment of the FY 1974 Interstate authorization based upon the 1972 Interstate Cost Estimate

2/ Remaining portion of FY 1973 \$4.4 billion Federal-aid program.

DATE	10/25/72	COMPILED BY	CHECKED BY
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